

DEPARTMENT OF TRANSPORTATION

Federal Funds

IMMEDIATE TRANSPORTATION INVESTMENTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0160-4-1-400	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Immediate Investments			25,000
0900 Total new obligations (object class 41.0)			25,000
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			50,000
1260 Appropriations, mandatory (total)			50,000
1930 Total budgetary resources available			50,000
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			25,000
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			25,000
3020 Outlays (gross)			-5,600
3050 Unpaid obligations, end of year			19,400
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			19,400
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			50,000
Outlays, gross:			
4100 Outlays from new mandatory authority			5,600
4180 Budget authority, net (total)			50,000
4190 Outlays, net (total)			5,600

This account provides \$50 billion in immediate transportation investments to support critical infrastructure projects, improving Americas roads, bridges, transit systems, border crossings, railways, and runways.

Budget Authority

(\$ millions)

	2014 request
Federal Highway Administration	
Federal-aid Highways - National Highway Program	27,000
Federal Transit Administration	
Transit Capital Assistance	2,500
Transit Core Capacity Improvement	500
State of Good Repair	6,000
Federal Railroad Administration	
Rail Service Improvement Program	3,000
Current Passenger Rail Service	2,000
Office of the Secretary of Transportation	
Transportation Infrastructure Grants and Financing	4,000
Transportation Leadership Awards	2,000
Federal Aviation Administration	
Grants-in-Aid	2,000
Facilities and Equipment	1,000
TOTAL	50,000

— \$27 billion would be provided for highway restoration, repair, and construction projects. This investment of \$25 billion for critical highway and bridge projects and \$2 billion for border crossing infrastructure improvements will preserve and improve the condition on Federal-aid, Federal Lands, and territorial highway facilities and support necessary improvements at land ports of entry facilities that link directly to the transportation infrastructure at border crossing locations. The \$25 billion in highway infrastructure investment will be distributed among the following FHWA programs: \$16.6 billion for the National

Highway Performance Program (NHPP); \$7.7 billion for the Surface Transportation Program (STP); \$240 million for the Federal Lands Transportation Program and Federal Lands Access Programs; \$310 million for the Tribal Transportation Program; and \$150 million for the Territorial and Puerto Rico Highway Program. This approach will enable FHWA to target infrastructure investment in the most critical areas on all Federal-aid highways, bridges on any public road, as well as other Federal, tribal, and territorial roads and bridges. In order to speed project delivery, the Federal share for these projects will be up to 100 percent.

— \$2 billion would be provided for airport development grants. Grants made available under the section would have a 100 percent Federal share.

— \$1 billion would be provided to conduct research and development and demonstrations and to acquire, establish, and improve Federal Aviation Administration air navigation facilities, systems, and procedures to advance the Next Generation Air Transportation System.

— \$3 billion would be provided for capital projects to significantly improve existing intercity passenger rail services, or to develop new intercity passenger rail corridors. Grants made available under the section would have a 100 percent Federal share.

— \$2 billion would be provided to Amtrak for the repair, rehabilitation, and upgrade of the National Railroad Passenger Corporation's (Amtrak) assets and infrastructure, including rolling stock.

— \$2.5 billion would be provided for formula-based transit capital assistance grants for capital maintenance of the nation's \$663 billion in transit capital infrastructure in both urbanized and rural areas. To speed project delivery, the Federal share of project costs would be 100 percent. Of the funds provided, \$2 billion shall be apportioned to urbanized areas with a population of at least 50,000, \$200 million shall be apportioned to "Growing States and High Density States" as provided in Section 5340 of title 49, and \$300 million shall be apportioned to rural areas with populations below 50,000. Funds apportioned to urbanized areas with a population of at least 50,000, but not more than 200,000, are eligible for both capital and operating assistance. Funds apportioned to rural areas are also eligible for operating assistance.

— \$500 million would be provided for transit capital investment grants in Core Capacity improvement projects that enhance the capacity of an existing fixed guideway system that is at or above capacity, or projected to be at capacity within five years, by at least ten percent. To speed project delivery, the Federal share of project costs would be 100 percent. Grant awards will be merit-based using additional criteria established through rulemaking and applied through project review.

— \$6 billion would be provided to modernize existing fixed guideway systems and to replace and rehabilitate buses and bus facilities through formula-based capital investments. To speed project delivery, the Federal share of project costs would be 100 percent. To target fixed guideway modernization funding to the transit systems with the highest need for state of good repair upgrades, 75 percent of the funds provided will be apportioned based on fixed guideway revenue vehicle miles and passenger miles, as provided in Section 5336(b) of Title 49. The remaining 25 percent shall be available for bus and bus facilities and shall be apportioned based on formula in Section 5336 other than subsection (b).

IMMEDIATE TRANSPORTATION INVESTMENTS—Continued

—\$4 billion would be provided for credit assistance and grants on a competitive basis for projects across all surface transportation modes that will have a significant impact on the Nation, a metropolitan area or a region. Provisions require the Secretary to establish competition criteria with priority for distribution of funds given to projects expected to be completed within three years of the date of enactment of the Act.

—\$2 billion would be provided for a competitive grant program that will incentivize State departments of transportation, metropolitan planning organizations, tribal governments, and other transportation agencies to make the reforms necessary to institutionalize best practices and innovations in transportation policy. The program will reform the way transportation investments and decisions are made and implemented to realize better performance outcomes and to integrate performance management into the budget and project selection process.

OFFICE OF THE SECRETARY

Federal Funds

RESEARCH AND DEVELOPMENT

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, \$14,765,000, of which \$8,218,000 shall remain available until September 30, 2016: Provided, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: Provided further, That notwithstanding any other provision of law, the powers and duties, functions, authorities and personnel of the Research and Innovative Technology Administration are hereby transferred to the Office of the Assistant Secretary for Research and Technology in the Office of the Secretary, including the authority to accept funding from modal administrations for support of Global Positioning System activities pursuant to reimbursable agreements with the Assistant Secretary for Research and Technology in the Office of the Secretary; Provided further, That notwithstanding 49 U.S.C. 102 and 5 U.S.C. 5315, there shall be an Assistant Secretary for Research and Technology within the Office of the Secretary, appointed by the President with the advice and consent of the Senate, to lead such office; Provided further, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1730–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Salaries and administrative expenses	7	7	7
0002 Alternative fuels research & development		1	
0003 Research development & technology coordination		1	
0004 Nationwide differential global positioning system	7	8	6
0005 Positioning navigation & timing	1	1	2
0100 Direct program by activities, subtotal	15	18	15
0799 Total direct obligations	15	18	15
0801 University transportation centers	1	11	
0802 Transportation safety institute	15	27	20
0803 Other programs	1	10	10
0809 Reimbursable program by activities, subtotal	17	48	30
0899 Total reimbursable obligations	17	48	30
0900 Total new obligations	32	66	45

Budgetary Resources:

1000 Unobligated balance brought forward, Oct 1	12	20	
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	16	20	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	16	16	15
1160 Appropriation, discretionary (total)	16	16	15
Spending authority from offsetting collections, discretionary:			
1700 Collected	15	30	30
1701 Change in uncollected payments, Federal sources	5		
1750 Spending auth from offsetting collections, disc (total)	20	30	30
1900 Budget authority (total)	36	46	45
1930 Total budgetary resources available	52	66	45
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20		

Change in obligated balance:

3000 Unpaid obligations, brought forward, Oct 1	57	45	14
3001 Adjustments to unpaid obligations, brought forward, Oct 1	7		
3010 Obligations incurred, unexpired accounts	32	66	45
3011 Obligations incurred, expired accounts	1		
3020 Outlays (gross)	-47	-97	-46
3040 Recoveries of prior year unpaid obligations, unexpired	-4		
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	45	14	13
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-20	-31	-31
3061 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	-7		
3070 Change in uncollected pymts, Fed sources, unexpired	-5		
3071 Change in uncollected pymts, Fed sources, expired	1		
3090 Uncollected pymts, Fed sources, end of year	-31	-31	-31
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	37	14	-17
3200 Obligated balance, end of year	14	-17	-18

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	36	46	45
Outlays, gross:			
4010 Outlays from new discretionary authority	18	44	44
4011 Outlays from discretionary balances	29	53	2
4020 Outlays, gross (total)	47	97	46
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-16	-30	-30
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-5		
4052 Offsetting collections credited to expired accounts	1		
4060 Additional offsets against budget authority only (total)	-4		
4070 Budget authority, net (discretionary)	16	16	15
4080 Outlays, net (discretionary)	31	67	16
4180 Budget authority, net (total)	16	16	15
4190 Outlays, net (total)	31	67	16

The 2014 Budget elevates the Research and Innovative Technology Administration into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary. This proposal will strengthen research functions across the Department by providing a prominent centralized focus on research and technology, which will improve collaboration and coordination between operating administrations. The Office of the Assistant Secretary for Research and Technology is responsible for facilitating and reviewing the Department's research, development, and technology portfolio as well as enhancing the data collection and statistical analysis programs to support data-driven decision-making. The Office of the Assistant Secretary for Research and Technology is also responsible for Positioning, Navigation, and Timing (PNT) technology, PNT policy coordination, and spectrum management, and it is the program manager for the Nationwide Differential Global Positioning System.

The Office of the Assistant Secretary for Research and Technology oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) manages and shares statistical knowledge and information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account.

The Intelligent Transportation Systems (ITS) Joint Program Office facilitates the deployment of technology to enhance the safety, efficiency, convenience, and environmental sustainability of surface transportation. The ITS program carries out its goals through research and development, operational testing, technology transfer, training, and technical guidance. The ITS Research Program is currently funded through the Federal Highway Administration.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration.

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides expertise in research, analysis, technology deployment, and other technical knowledge to the Department of Transportation (DOT) and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute develops and conducts safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 69-1730-0-1-407	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	1	1	1
25.3 Other goods and services from Federal sources	10	13	10
99.0 Direct obligations	15	18	15
99.0 Reimbursable obligations	17	48	30
99.9 Total new obligations	32	66	45

Employment Summary

Identification code 69-1730-0-1-407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	25	26	26
2001 Reimbursable civilian full-time equivalent employment	42	50	50
3001 Allocation account civilian full-time equivalent employment	68	70	70

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$113,108,000, Provided, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 General administration	98	106	115
0002 SCASDP grants	6	5	.....
0100 Subtotal Direct Obligations	104	111	115
0799 Total direct obligations	104	111	115
0801 Reimbursable program	9	7	8
0900 Total new obligations	113	118	123
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	8	8
1010 Unobligated balance transfer to other accts [69-1301]	-1	.....	.....
1021 Recoveries of prior year unpaid obligations	5	.....	.....
1050 Unobligated balance (total)	8	8	8
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	102	103	113
1160 Appropriation, discretionary (total)	102	103	113
Spending authority from offsetting collections, discretionary:			
1700 Collected	16	15	9
1750 Spending auth from offsetting collections, disc (total)	16	15	9
1900 Budget authority (total)	118	118	122
1930 Total budgetary resources available	126	126	130
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-5	.....	.....
1941 Unexpired unobligated balance, end of year	8	8	7
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	48	42	2
3010 Obligations incurred, unexpired accounts	113	118	123
3011 Obligations incurred, expired accounts	2	.....	.....
3020 Outlays (gross)	-112	-158	-121
3040 Recoveries of prior year unpaid obligations, unexpired	-5	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	-4	.....	.....
3050 Unpaid obligations, end of year	42	2	4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	48	42	2
3200 Obligated balance, end of year	42	2	4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	118	118	122
Outlays, gross:			
4010 Outlays from new discretionary authority	94	108	111
4011 Outlays from discretionary balances	18	50	10
4020 Outlays, gross (total)	112	158	121
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-16	-14	-8
4033 Non-Federal sources	-1	-1	-1
4040 Offsets against gross budget authority and outlays (total)	-17	-15	-9
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	1	.....	.....
4070 Budget authority, net (discretionary)	102	103	113
4080 Outlays, net (discretionary)	95	143	112
4180 Budget authority, net (total)	102	103	113
4190 Outlays, net (total)	95	143	112

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

SALARIES AND EXPENSES—Continued

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	49	51
11.3 Other than full-time permanent	5	3	4
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	47	53	56
12.1 Civilian personnel benefits	12	15	15
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	9	9	9
25.2 Other services from non-Federal sources	30	28	34
41.0 Grants, subsidies, and contributions	5	5	.....
99.0 Direct obligations	104	111	115
99.0 Reimbursable obligations	9	7	8
99.9 Total new obligations	113	118	123

Employment Summary

Identification code 69-0102-0-1-407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	424	451	467
2001 Reimbursable civilian full-time equivalent employment	18	17	17

AVIATION CONSUMER CALL CENTER

For necessary expenses of establishing and operating an Aviation Consumer Call Center and other related activities pursuant to Section 42302(a) of Title 49, including providing the required notice to the public, \$7,500,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-0126-0-1-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	8
0900 Total new obligations (object class 25.2)	8
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	8
1160 Appropriation, discretionary (total)	8
1930 Total budgetary resources available	8
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	8
3020 Outlays (gross)	-7
3050 Unpaid obligations, end of year	1
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	8
Outlays, gross:			
4010 Outlays from new discretionary authority	7
4180 Budget authority, net (total)	8
4190 Outlays, net (total)	7

This appropriation provides funds to establish and operate an Aviation Consumer Call Center and other related activities pursuant to Section 42302(a) of Title 49, including notifying the public of the call center telephone number as required.

Employment Summary

Identification code 69-0126-0-1-402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	1

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, \$500,000,000, to remain available through September 30, 2016: Provided, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, transit agency, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: Provided further, That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; and port infrastructure investments: Provided further, That the Secretary shall give priority to projects which demonstrate transportation benefits for existing systems or improve interconnectivity between modes: Provided further, That the Secretary may use up to 35 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: Provided further, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes: Provided further, That a grant funded under this heading shall be not less than \$10,000,000 and not greater than \$200,000,000: Provided further, That not more than 25 percent of the funds made available under this heading may be awarded to projects in a single State: Provided further, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 80 percent: Provided further, That not less than 20 percent of the funds provided under this heading shall be for projects located in rural areas: Provided further, That for projects located in rural areas, the minimum grant size shall be \$1,000,000 and the Secretary may increase the Federal share of costs above 80 percent: Provided further, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: Provided further, That of the amount made available under this heading, the Secretary may use an amount not to exceed \$35,000,000 for the planning, preparation, or design of projects eligible for funding under this heading: Provided further, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: Provided further, That the Secretary may retain up to \$20,000,000 of the funds provided for this program to remain available through September 30, 2019, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Federal Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program: Provided further, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0143-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	275	1,305	480
0002 Award & Oversight	12	15	23

0003	TIFIA Subsidy and Admin Exp	45	5	.....
0900	Total new obligations	332	1,325	503

Budgetary Resources:

1000	Unobligated balance brought forward, Oct 1	653	835	13
1010	Unobligated balance transfer to other accts [69–0143]	–492	.....	.....
1011	Unobligated balance transfer from other accts [69–0143]	492	.....	.....
1021	Recoveries of prior year unpaid obligations	1	.....	.....
1050	Unobligated balance (total)	654	835	13
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	500	503	500
1120	Appropriations transferred to other accts [69–0143]	–471	.....	.....
1121	Appropriations transferred from other accts [69–0143]	471	.....	.....
1160	Appropriation, discretionary (total)	500	503	500
Spending authority from offsetting collections, discretionary:				
1700	Collected	14	.....	.....
1750	Spending auth from offsetting collections, disc (total)	14	.....	.....
1900	Budget authority (total)	514	503	500
1930	Total budgetary resources available	1,168	1,338	513
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	–1	.....	.....
1941	Unexpired unobligated balance, end of year	835	13	10

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	440	540	1,533
3010	Obligations incurred, unexpired accounts	332	1,325	503
3020	Outlays (gross)	–231	–332	–427
3040	Recoveries of prior year unpaid obligations, unexpired	–1	.....	.....
3050	Unpaid obligations, end of year	540	1,533	1,609
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	440	540	1,533
3200	Obligated balance, end of year	540	1,533	1,609

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	514	503	500
Outlays, gross:				
4011	Outlays from discretionary balances	231	332	427
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–14	.....	.....
4180	Budget authority, net (total)	500	503	500
4190	Outlays, net (total)	217	332	427

This program provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.

Object Classification (in millions of dollars)

Identification code 69-0143-0-1-401		2012 actual	2013 CR	2014 est.
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	1	2	2
25.2	Other services from non-Federal sources	2	4	16
41.0	Grants, subsidies, and contributions	45	5	.....
99.0	Direct obligations	48	11	18
Allocation Account - direct:				
11.1	Personnel compensation: Full-time permanent	1	1	1
25.2	Other services from non-Federal sources	8	8	4
41.0	Grants, subsidies, and contributions	275	1,305	480
99.0	Allocation account - direct	284	1,314	485
99.9	Total new obligations	332	1,325	503

Employment Summary

Identification code 69–0143–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	7	10	10

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER**Program and Financing (in millions of dollars)**

Identification code 69–4522–0–4–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Reimbursable program activity	275	260	260
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	245	303	303
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	359	260	260
1701 Change in uncollected payments, Federal sources	–26		
1750 Spending auth from offsetting collections, disc (total)	333	260	260
1930 Total budgetary resources available	578	563	563
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	303	303	303
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	131	130	7
3010 Obligations incurred, unexpired accounts	275	260	260
3020 Outlays (gross)	–276	–383	–260
3050 Unpaid obligations, end of year	130	7	7
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–111	–85	–85
3070 Change in uncollected pymts, Fed sources, unexpired	26		
3090 Uncollected pymts, Fed sources, end of year	–85	–85	–85
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	20	45	–78
3200 Obligated balance, end of year	45	–78	–78
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	333	260	260
Outlays, gross:			
4010 Outlays from new discretionary authority	172	260	260
4011 Outlays from discretionary balances	104	123	
4020 Outlays, gross (total)	276	383	260
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–358	–260	–260
4033 Non-Federal sources	–1		
4040 Offsets against gross budget authority and outlays (total)	–359	–260	–260
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	26		
4080 Outlays, net (discretionary)	–83	123	
4190 Outlays, net (total)	–83	123	

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the VolpeTransportation Systems Center (Volpe Center) in Cambridge, MA. The fund is financed through negotiated agreements with the Office of the Secretary, Departmental operating administrations, and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at the Volpe Center.

Object Classification (in millions of dollars)

Identification code 69–4522–0–4–407		2012 actual	2013 CR	2014 est.
Reimbursable obligations:				
Personnel compensation:				
11.1	Full-time permanent	69	52	52
11.3	Other than full-time permanent	3	3	3
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	73	56	56
12.1	Civilian personnel benefits	13	14	14
21.0	Travel and transportation of persons	4	4	4
23.3	Communications, utilities, and miscellaneous charges	2	6	6
25.2	Other services from non-Federal sources	77	63	63
25.3	Other goods and services from Federal sources	1	1	1
25.4	Operation and maintenance of facilities	5	5	5
25.5	Research and development contracts	88	98	98
25.7	Operation and maintenance of equipment	1	1	1

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS
CENTER—Continued
Object Classification—Continued

Identification code 69-4522-0-4-407	2012 actual	2013 CR	2014 est.
26.0 Supplies and materials	1	1	1
31.0 Equipment	7	8	8
32.0 Land and structures	3	3	3
99.9 Total new obligations	275	260	260

Employment Summary

Identification code 69-4522-0-4-407	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	525	532	532

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE
TRANSPORTATION SYSTEM, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0106-0-1-401	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,254	690	270
3020 Outlays (gross)	-564	-420	-225
3050 Unpaid obligations, end of year	690	270	45
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,254	690	270
3200 Obligated balance, end of year	690	270	45

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	564	420	225
4190 Outlays, net (total)	564	420	225

This American Recovery and Reinvestment Act of 2009 program provided funding for grant awards to State and local governments or transit agencies on a competitive basis for capital investments in surface transportation infrastructure resulting in a significant impact on the Nation, a metropolitan area or a region. Of the amount appropriated, amount not to exceed \$200,000,000 could be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under U.S.C. 23 Chapter 6, the Transportation Infrastructure Finance and Innovation Act. No funding is requested for this program in 2014.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, \$10,000,000, to remain available through September 30, 2015.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0116-0-1-407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Financial management capital	3	17	10
0900 Total new obligations (object class 25.2)	3	17	10
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	12	.....

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	10
1160 Appropriation, discretionary (total)	5	5	10
1930 Total budgetary resources available	15	17	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	12	.....	.....

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	3	17	10
3020 Outlays (gross)	-3	-17	-9
3050 Unpaid obligations, end of year .....	.....	.....	1
Memorandum (non-add) entries:			
3200 Obligated balance, end of year .....	.....	.....	1

Budget authority and outlays, net:

Discretionary:			
Budget authority, gross	5	5	10
Outlays, gross:			
4010 Outlays from new discretionary authority	2	4	8
4011 Outlays from discretionary balances	1	13	1
4020 Outlays, gross (total)	3	17	9
4180 Budget authority, net (total)	5	5	10
4190 Outlays, net (total)	3	17	9

This appropriation provides funds to upgrade the commercial software used for DOT's core financial system. This effort will improve system security, enhance financial reporting capabilities, and position DOT to provide shared services across the Government.

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, implementation of enhanced security controls on network devices, and enhancement of cyber security workforce training tools, \$6,000,000, to remain available through September 30, 2015.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0159-0-1-407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	4	16	6
0100 Direct program activities, subtotal	4	16	6
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1 .....	.....	6	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	10	6
1160 Appropriation, discretionary (total)	10	10	6
1930 Total budgetary resources available	10	16	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	6	.....	.....

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1 .....	.....	1	1
3010 Obligations incurred, unexpired accounts	4	16	6
3020 Outlays (gross)	-3	-16	-6
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year .....	.....	1	1

3200	Obligated balance, end of year	1	1	1
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	10	10	6
Outlays, gross:				
4010	Outlays from new discretionary authority	3	9	5
4011	Outlays from discretionary balances	7	7	1
4020	Outlays, gross (total)	3	16	6
4180	Budget authority, net (total)	10	10	6
4190	Outlays, net (total)	3	16	6

This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

Identification code 69-0159-0-1-407	2012 actual	2013 CR	2014 est.
Direct obligations:			
23.3	Communications, utilities, and miscellaneous charges	2	1
25.3	Other goods and services from Federal sources	1	6
31.0	Equipment	3	8
99.9	Total new obligations	4	16

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$9,551,000.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001	Office of Civil Rights	9	9
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	9	9
1160	Appropriation, discretionary (total)	9	9
1930	Total budgetary resources available	9	9
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	2	3
3010	Obligations incurred, unexpired accounts	9	9
3020	Outlays (gross)	-8	-11
3050	Unpaid obligations, end of year	3	1
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	2	3
3200	Obligated balance, end of year	3	1
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	9	9
Outlays, gross:			
4010	Outlays from new discretionary authority	7	8
4011	Outlays from discretionary balances	1	3
4020	Outlays, gross (total)	8	11
4180	Budget authority, net (total)	9	9
4190	Outlays, net (total)	8	11

The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimin-

ation in the financing and operation of transportation programs with Federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	4	5
12.1	Civilian personnel benefits	1	2
25.2	Other services from non-Federal sources	4	2
99.9	Total new obligations	9	9

Employment Summary

Identification code 69-0118-0-1-407	2012 actual	2013 CR	2014 est.
1001	Direct civilian full-time equivalent employment	41	53

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,088,000, to remain available until September 30, 2015: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001	Minority business outreach	3	4
0002	Bonding Assistance Program	6	6
0900	Total new obligations	3	10
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	7	7
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	3	3
1160	Appropriation, discretionary (total)	3	3
1930	Total budgetary resources available	10	10
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	7	7
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	6	4
3010	Obligations incurred, unexpired accounts	3	10
3020	Outlays (gross)	-4	-14
3041	Recoveries of prior year unpaid obligations, expired	-1	1
3050	Unpaid obligations, end of year	4	4
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	6	4
3200	Obligated balance, end of year	4	4
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	3	3
Outlays, gross:			
4010	Outlays from new discretionary authority	1	3
4011	Outlays from discretionary balances	3	11
4020	Outlays, gross (total)	4	14
4180	Budget authority, net (total)	3	3
4190	Outlays, net (total)	4	14

MINORITY BUSINESS OUTREACH—Continued

This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.

Object Classification (in millions of dollars)

Identification code 69–0119–0–1–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	1
25.3 Other goods and services from Federal sources	1	1	
41.0 Grants, subsidies, and contributions	1	8	2
99.0 Direct obligations	2	10	3
99.5 Below reporting threshold	1		
99.9 Total new obligations	3	10	3

Employment Summary

Identification code 69–0119–0–1–407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	1	4	4

NEW HEADQUARTERS BUILDING

Program and Financing (in millions of dollars)

Identification code 69–0147–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 New Headquarters Building		1	
0900 Total new obligations (object class 31.0)		1	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	
1930 Total budgetary resources available	1	1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	2	1
3010 Obligations incurred, unexpired accounts		1	
3020 Outlays (gross)		–2	
3050 Unpaid obligations, end of year	2	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	2	1
3200 Obligated balance, end of year	2	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		2	
4190 Outlays, net (total)		2	

This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No funding is requested for this program in 2014.

COMPENSATION FOR AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69–0111–0–1–402	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	7	7

1930 Total budgetary resources available	7	7	7
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7	7	7

The Air Transportation Safety and System Stabilization Act of 2001 (P.L. 107–42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001 terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. The remaining balance in this account is not needed for the purpose originally enacted. If needed, the remaining balance will be transferred to Payments to Air Carriers pursuant to the transfer authority included in that appropriation.

COMPENSATION FOR GENERAL AVIATION OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69–0156–0–1–402	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3		
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	–3		
1160 Appropriation, discretionary (total)	–3		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–3		
4180 Budget authority, net (total)	–3		

The Transportation, Treasury and Housing and Urban Development, The Judiciary, District of Columbia and Independent Agencies Appropriations Act of 2006 (P.L. 109–115) provided \$17 million to reimburse fixed-based general aviation operators and providers of general aviation ground support services at five facilities for the financial losses they incurred when the Federal Government closed the facilities due to the September 11, 2001 terrorist attacks. The Consolidated and Further Continuing Appropriations Act of 2012 (P.L. 112–55) rescinded the remaining balances in this account.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING CANCELLATION OF FUNDS)

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, \$9,750,000: Provided, That of the unobligated balances made available by Public Law 111–117 and designated for a single project in the accompanying conference report, \$750,000 are hereby permanently cancelled: Provided further, That of the unobligated balances made available by Section 195 of Public Law 111–117, \$2,000,000 are hereby permanently cancelled.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–0142–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Transportation policy and planning	9	17	10
0002 Safe skies	1		
0100 Total direct program	10	17	10

0900	Total new obligations	10	17	10
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	7	9	3
1011	Unobligated balance transfer from other accts [72–1037]	1		
1021	Recoveries of prior year unpaid obligations	2	2	
1050	Unobligated balance (total)	10	11	3
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	9	9	10
1131	Unobligated balance of appropriations permanently reduced			–3
1160	Appropriation, discretionary (total)	9	9	7
1930	Total budgetary resources available	19	20	10
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	9	3	
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	22	16	4
3010	Obligations incurred, unexpired accounts	10	17	10
3020	Outlays (gross)	–14	–27	–9
3040	Recoveries of prior year unpaid obligations, unexpired	–2	–2	
3050	Unpaid obligations, end of year	16	4	5
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–1	–1	–1
3090	Uncollected pymts, Fed sources, end of year	–1	–1	–1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	21	15	3
3200	Obligated balance, end of year	15	3	4
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	9	9	7
Outlays, gross:				
4010	Outlays from new discretionary authority	7	4	4
4011	Outlays from discretionary balances	7	23	5
4020	Outlays, gross (total)	14	27	9
4180	Budget authority, net (total)	9	9	7
4190	Outlays, net (total)	14	27	9

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. Funding also supports departmental leadership in areas such as regulatory modernization, energy conservation, environmental and safety impacts of transportation, aviation economic policy and international transportation issues. The program activities include contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Object Classification (in millions of dollars)

Identification code 69–0142–0–1–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	4	5
12.1	Civilian personnel benefits	1	1
25.1	Advisory and assistance services	2	
25.2	Other services from non-Federal sources	11	3
25.3	Other goods and services from Federal sources	3	1
99.9	Total new obligations	10	17

Employment Summary

Identification code 69–0142–0–1–407	2012 actual	2013 CR	2014 est.
1001	Direct civilian full-time equivalent employment	28	32

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND**Program and Financing** (in millions of dollars)

Identification code 69–5423–0–2–402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001	Essential air service and rural airport improvement	50	50
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	1	
1010	Unobligated balance transfer to other accts [69–5422]	–16	
1021	Recoveries of prior year unpaid obligations	15	
Budget authority:			
Appropriations, mandatory:			
1221	Appropriations transferred from other accts [69–5422]	50	50
1260	Appropriations, mandatory (total)	50	50
1930	Total budgetary resources available	50	50
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		16
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	24	8
3010	Obligations incurred, unexpired accounts	50	50
3020	Outlays (gross)	–51	–38
3040	Recoveries of prior year unpaid obligations, unexpired	–15	
3050	Unpaid obligations, end of year	8	20
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	24	8
3200	Obligated balance, end of year	8	20
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross	50	50
Outlays, gross:			
4100	Outlays from new mandatory authority	42	30
4101	Outlays from mandatory balances	9	8
4110	Outlays, gross (total)	51	38
4180	Budget authority, net (total)	50	50
4190	Outlays, net (total)	51	38

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) program and rural airport improvements. In addition, the recently enacted FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS program. A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112–175). The continuing resolution extended as a term and condition a proviso of Section 112 of the 2012 FAA Administrative Provisions (P.L. 112–55) that the Department of Transportation interprets as restricting the availability of overflight fees for the Essential Air Service program provided in section 428 of the FAA Modernization and Reform Act of 2012 (P.L. 112–95). This restriction is reflected as a -\$76 million discretionary change in a mandatory program in FY 2013 in the Aviation Overflight Fee account, and results in only \$50 million being transferred to the Essential Air Service program. It is expected that a full year appropriation will amend this proviso of Section 112 so that the additional overflight fees will be available to the EAS program.

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND—Continued

Object Classification (in millions of dollars)

Identification code 69–5423–0–2–402	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	2
41.0 Grants, subsidies, and contributions	48	48	98
99.9 Total new obligations	50	50	100

Employment Summary

Identification code 69–5423–0–2–402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	10	13	13

WORKING CAPITAL FUND

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–4520–0–4–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 DOT service center activities	159	173	183
0802 Non-DOT service center activities	258	319	340
0900 Total new obligations	417	492	523

Budgetary Resources:
Unobligated balance:

1000 Unobligated balance brought forward, Oct 1	102	92	92
1021 Recoveries of prior year unpaid obligations	30		
1050 Unobligated balance (total)	132	92	92

Budget authority:

Spending authority from offsetting collections, discretionary:			
1700 Collected	397	492	523
1701 Change in uncollected payments, Federal sources	–20		
1750 Spending auth from offsetting collections, disc (total)	377	492	523
1930 Total budgetary resources available	509	584	615

Memorandum (non-add) entries:

1941 Unexpired unobligated balance, end of year	92	92	92
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Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	126	93	43
3010 Obligations incurred, unexpired accounts	417	492	523
3020 Outlays (gross)	–420	–542	–565
3040 Recoveries of prior year unpaid obligations, unexpired	–30		
3050 Unpaid obligations, end of year	93	43	1
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–96	–76	–76
3070 Change in uncollected pymts, Fed sources, unexpired	20		
3090 Uncollected pymts, Fed sources, end of year	–76	–76	–76
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	30	17	–33
3200 Obligated balance, end of year	17	–33	–75

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	377	492	523
Outlays, gross:			
4010 Outlays from new discretionary authority	334	487	518
4011 Outlays from discretionary balances	86	55	47
4020 Outlays, gross (total)	420	542	565
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–395	–490	–521
4033 Non-Federal sources	–2	–2	–2
4040 Offsets against gross budget authority and outlays (total)	–397	–492	–523
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	20		

4080 Outlays, net (discretionary)	23	50	42
4190 Outlays, net (total)	23	50	42

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and efficiency. The fund is financed through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 69–4520–0–4–407	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	19	23	24
11.3 Other than full-time permanent	2		
11.5 Other personnel compensation		2	1
11.9 Total personnel compensation	21	25	25
12.1 Civilian personnel benefits	6	7	7
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things		1	1
23.1 Rental payments to GSA	7	9	10
23.3 Communications, utilities, and miscellaneous charges	16	14	14
25.2 Other services from non-Federal sources		1	
25.3 Other goods and services from Federal sources	103	105	109
25.7 Operation and maintenance of equipment	7	13	14
26.0 Supplies and materials	249	304	330
31.0 Equipment	6	9	9
99.0 Reimbursable obligations	417	491	522
99.5 Below reporting threshold		1	1
99.9 Total new obligations	417	492	523

Employment Summary

Identification code 69–4520–0–4–407	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	222	246	248

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, \$333,000, as authorized by 49 U.S.C. 332: Provided, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: Provided further, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000.

In addition, for administrative expenses to carry out the guaranteed loan program, \$592,000.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–0155–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0709 Administrative expenses		1	1
0733 Guaranteed loan subsidy and administrative expenses	1		
0900 Total new obligations (object class 99.5)	1	1	1

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1	1	1
1160 Appropriation, discretionary (total)	1	1	1
1930 Total budgetary resources available	1	1	1

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1	1	1

3020	Outlays (gross)	-1	-1	-1
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	1	1	1
Outlays, gross:				
4010	Outlays from new discretionary authority	1	1	1
4180	Budget authority, net (total)	1	1	1
4190	Outlays, net (total)	1	1	1

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0155-0-1-407	2012 actual	2013 CR	2014 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Minority Business Resource Center Loan Guarantees	5	18	18
215999 Total loan guarantee levels	5	18	18
Guaranteed loan subsidy (in percent):			
232001 Minority Business Resource Center Loan Guarantees	1.81	1.73	1.76
232999 Weighted average subsidy rate	1.81	1.73	1.76
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	1	1	1
3590 Outlays from new authority		1	1

This program provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs for this program associated with guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 69-0155-0-1-407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	1	1	1

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT**Status of Guaranteed Loans** (in millions of dollars)

Identification code 69-4082-0-3-407	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	18	18	18
2142 Uncommitted loan guarantee limitation	-13		
2150 Total guaranteed loan commitments	5	18	18
2199 Guaranteed amount of guaranteed loan commitments	4	14	14
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	4	5	18
2231 Disbursements of new guaranteed loans	5	18	18
2251 Repayments and prepayments	-4	-5	-18
2290 Outstanding, end of year	5	18	18
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	4	14	14

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments. The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds**PAYMENTS TO AIR CARRIERS**

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, \$146,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: Provided, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: Provided further, That no funds made available under section 41742 of title 49, United States Code, and no funds made available in this Act or any other Act in any fiscal year, shall be available to carry out the essential air service program under sections 41731 through 41742 of such title 49 in communities in the 48 contiguous States unless the community received subsidized essential air service or received a 90-day notice of intent to terminate service and the Secretary required the air carrier to continue to provide service to the community at any time between September 30, 2010, and September 30, 2011, inclusive: Provided further, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: Provided further, That if the funds under this heading are insufficient to meet the costs of the essential air service program in the current fiscal year, the Secretary shall transfer such sums as may be necessary to carry out the essential air service program from any available amounts appropriated to or directly administered by the Department of Transportation for such fiscal year: Provided further, That thereafter the Administrator of the Federal Aviation Administration shall make available, as requested by the Secretary, fees to replenish such transferred amounts from fees credited to the account established under section 45303, including the funds derived from fees imposed under the authority contained in section 45301(a).

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Payments to air carriers	174	154	146
0900 Total new obligations (object class 41.0)	174	154	146
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	23	11	1
1021 Recoveries of prior year unpaid obligations	19		
1050 Unobligated balance (total)	42	11	1
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	143	144	146
1160 Appropriation, discretionary (total)	143	144	146
1930 Total budgetary resources available	185	155	147
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	11	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	41	47	58
3010 Obligations incurred, unexpired accounts	174	154	146
3020 Outlays (gross)	-149	-143	-146
3040 Recoveries of prior year unpaid obligations, unexpired	-19		
3050 Unpaid obligations, end of year	47	58	58
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	41	47	58
3200 Obligated balance, end of year	47	58	58
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	143	144	146

PAYMENTS TO AIR CARRIERS—Continued
Program and Financing—Continued

Identification code 69–8304–0–7–402	2012 actual	2013 CR	2014 est.
Outlays, gross:			
4010 Outlays from new discretionary authority	127	86	88
4011 Outlays from discretionary balances	22	57	58
4020 Outlays, gross (total)	149	143	146
4180 Budget authority, net (total)	143	144	146
4190 Outlays, net (total)	149	143	146

Through 1997, the Essential Air Service program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program. For 2014, \$146 million is requested from the Airport and Airway Trust Fund for Payments to Air Carriers.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

SEC. 101. The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

SEC. 102. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109–59: Provided, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. 103. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting.

SEC. 104. No funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration (FAA) programs, for which more detail is furnished in the budget schedules:

[In millions of dollars]

	2012 actual	2013 est.	2014 est.
Budget Authority:			
Operations	9,653	9,713	9,707
General Fund	[4,593]	[4,621]	[3,223]
Facilities and Equipment (Trust Fund)	2,731	2,777	2,778
Research, Engineering and Development (Trust Fund)	168	169	166
Grants-in-Aid for Airports (Trust Fund)	3,350	3,350	2,900
Total net	15,902	16,009	15,551
Obligations:			
Operations	9,691	9,713	9,707
Facilities and Equipment (Trust Fund)	2,966	3,167	2,326
Research, Engineering and Development (Trust Fund)	172	169	167
Grants-in-Aid for Airports (Trust Fund)	3,494	3,363	2,900
Aviation Insurance Revolving Fund	3	31	58
Total net	16,326	16,443	15,158
Outlays:			

Operations	9,731	9,822	9,824
Facilities and Equipment (Trust Fund)	2,918	2,863	2,841
Facilities and Equipment (General Fund - ARRA)	31	2	—
Research, Engineering and Development (Trust Fund)	184	182	180
Grants-in-Aid for Airports (Trust Fund)	3,144	3,946	3,670
Grants-in-Aid for Airports (General Fund - ARRA)	5	3	—
Aviation Insurance Revolving Fund	–159	–137	–102
Administrative Services Franchise Fund	–14	15	–6
Total net	15,840	16,696	16,407

Federal Funds

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 108–176, \$9,707,000,000, of which \$6,484,000,000 shall be derived from the Airport and Airway Trust Fund: Provided, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: Provided further, That no transfer may increase or decrease any appropriation by more than 2 percent: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, including funds from fees authorized under Chapter 453 of title 49, United States Code, other than those authorized by section 45301(a)(1) of that title, which shall be available for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities; and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1301–0–1–402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Air Traffic Organization (ATO)	7,475	7,489	7,304
0002 NextGen	61	61	60
0003 Finance & Management	581	585	815
0004 Regulation and certification	1,259	1,261	1,205
0005 Commercial space transportation	16	16	16
0006 Human Resources	99	99	107
0007 Staff offices	200	201	200
0100 Direct Program Activities Subtotal	9,691	9,712	9,707
0799 Total direct obligations	9,691	9,712	9,707
0801 Reimbursable program	183	184	193
0900 Total new obligations	9,874	9,896	9,900
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	63	48	55
1011 Unobligated balance transfer from other accts [72–1037]	5	.....	.....
1011 Unobligated balance transfer from other accts [69–0102]	1	.....	.....
1012 Unobligated balance transfers between expired and unexpired accounts	5	.....	.....
1021 Recoveries of prior year unpaid obligations	6	.....	.....

1050	Unobligated balance (total)	80	48	55
	Budget authority:			
	Appropriations, discretionary:			
1100	Appropriation	4,593	4,621	3,223
1160	Appropriation, discretionary (total)	4,593	4,621	3,223
	Spending authority from offsetting collections, discretionary:			
1700	Collected	5,167	5,282	6,677
1701	Change in uncollected payments, Federal sources	99		
1750	Spending auth from offsetting collections, disc (total)	5,266	5,282	6,677
1900	Budget authority (total)	9,859	9,903	9,900
1930	Total budgetary resources available	9,939	9,951	9,955
	Memorandum (non-add) entries:			
1940	Unobligated balance expiring	-17		
1941	Unexpired unobligated balance, end of year	48	55	55
Change in obligated balance:				
	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	1,686	1,579	1,463
3010	Obligations incurred, unexpired accounts	9,874	9,896	9,900
3011	Obligations incurred, expired accounts	55		
3020	Outlays (gross)	-9,923	-10,012	-10,017
3040	Recoveries of prior year unpaid obligations, unexpired	-6		
3041	Recoveries of prior year unpaid obligations, expired	-107		
3050	Unpaid obligations, end of year	1,579	1,463	1,346
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-195	-236	-236
3070	Change in uncollected pymts, Fed sources, unexpired	-99		
3071	Change in uncollected pymts, Fed sources, expired	58		
3090	Uncollected pymts, Fed sources, end of year	-236	-236	-236
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	1,491	1,343	1,227
3200	Obligated balance, end of year	1,343	1,227	1,110
Budget authority and outlays, net:				
	Discretionary:			
4000	Budget authority, gross	9,859	9,903	9,900
	Outlays, gross:			
4010	Outlays from new discretionary authority	8,526	8,737	8,735
4011	Outlays from discretionary balances	1,397	1,275	1,282
4020	Outlays, gross (total)	9,923	10,012	10,017
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4030	Federal sources	-5,233	-5,250	-6,645
4033	Non-Federal sources	-20	-32	-32
4040	Offsets against gross budget authority and outlays (total)	-5,253	-5,282	-6,677
	Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	-99		
4052	Offsetting collections credited to expired accounts	85		
4060	Additional offsets against budget authority only (total)	-14		
4070	Budget authority, net (discretionary)	4,592	4,621	3,223
4080	Outlays, net (discretionary)	4,670	4,730	3,340
4180	Budget authority, net (total)	4,592	4,621	3,223
4190	Outlays, net (total)	4,670	4,730	3,340

For 2014, the Budget requests \$9,707 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new aviation products. In addition, the request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,622	4,714	4,752
11.3 Other than full-time permanent	42	42	42
11.5 Other personnel compensation	399	389	392

11.9 Total personnel compensation	5,063	5,145	5,186
12.1 Civilian personnel benefits	1,736	1,754	1,766
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	149	156	154
22.0 Transportation of things	28	26	26
23.1 Rental payments to GSA	121	129	134
23.2 Rental payments to others	61	58	58
23.3 Communications, utilities, and miscellaneous charges	240	260	259
24.0 Printing and reproduction	8	4	4
25.1 Advisory and assistance services	487	500	532
25.2 Other services from non-Federal sources	1,584	1,487	1,395
26.0 Supplies and materials	149	133	133
31.0 Equipment	58	53	53
32.0 Land and structures	3	2	2
41.0 Grants, subsidies, and contributions	2	2	2
42.0 Insurance claims and indemnities	1	2	2
99.0 Direct obligations	9,691	9,712	9,707
99.0 Reimbursable obligations	183	184	193
99.9 Total new obligations	9,874	9,896	9,900

Employment Summary

Identification code 69-1301-0-1-402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	41,972	41,964	41,967
2001 Reimbursable civilian full-time equivalent employment	216	220	222

FACILITIES AND EQUIPMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1304-0-1-402	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
	Unpaid obligations:		
3000 Unpaid obligations, brought forward, Oct 1	33	2	
3020 Outlays (gross)	-31	-2	
3050 Unpaid obligations, end of year	2		
	Memorandum (non-add) entries:		
3100 Obligated balance, start of year	33	2	
3200 Obligated balance, end of year	2		
Budget authority and outlays, net:			
	Discretionary:		
	Outlays, gross:		
4011 Outlays from discretionary balances	31	2	
4190 Outlays, net (total)	31	2	

The American Recovery and Reinvestment Act of 2009 provided \$200 million to Federal Aviation Administration's (FAA) Facilities & Equipment account, which finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. Funds were appropriated from the General Fund of the U.S. Treasury and available for obligation through 2010. The funding is being used to upgrade, modernize, and improve FAA power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.

GRANTS-IN-AID FOR AIRPORTS, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1306-0-1-402	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
	Unpaid obligations:		
3000 Unpaid obligations, brought forward, Oct 1	15	3	
3020 Outlays (gross)	-5	-3	
3041 Recoveries of prior year unpaid obligations, expired	-7		
3050 Unpaid obligations, end of year	3		
	Memorandum (non-add) entries:		
3100 Obligated balance, start of year	15	3	

GRANTS-IN-AID FOR AIRPORTS, RECOVERY ACT—Continued
Program and Financing—Continued

Identification code 69–1306–0–1–402		2012 actual	2013 CR	2014 est.
3200	Obligated balance, end of year	3	.....	.....
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	5	3	.....
4190	Outlays, net (total)	5	3	.....

The American Recovery and Reinvestment Act of 2009 provided \$1.1 billion for Grants-in-Aid for Airports. Funds were appropriated from the General Fund of the U.S. Treasury and were available for obligation through 2010. Discretionary grants were allocated to qualified airports based on a project priority system that addresses airport safety and security, runway safety, increased capacity, and mitigation of environmental impacts.

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–5422–0–2–402		2012 actual	2013 CR	2014 est.
0100	Balance, start of year	51	65	91
Receipts:				
0200	Aviation User Fees, Overflight Fees	64	76	88
0220	Property Disposal or Lease Proceeds, Aviation User Fee	1	.....	.....
0299	Total receipts and collections	65	76	88
0400	Total: Balances and collections	116	141	179
Appropriations:				
0500	Aviation User Fees .....	.....	76	.....
0501	Aviation User Fees	–51	–126	–116
0599	Total appropriations	–51	–50	–116
0799	Balance, end of year	65	91	63

Program and Financing (in millions of dollars)

Identification code 69–5422–0–2–402		2012 actual	2013 CR	2014 est.
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1 .....	.....	17	17
1011	Unobligated balance transfer from other accts [69–5423]	16	.....	.....
1050	Unobligated balance (total)	16	17	17
Budget authority:				
Appropriations, discretionary:				
1132	Appropriations temporarily reduced .....	.....	–76	.....
1160	Appropriation, discretionary (total) .....	.....	–76	.....
Appropriations, mandatory:				
1201	Appropriation (special or trust fund)	51	126	116
1220	Appropriations transferred to other accts [69–5423]	–50	–50	–116
1260	Appropriations, mandatory (total)	1	76	.....
1900	Budget authority (total)	1	.....	.....
1930	Total budgetary resources available	17	17	17
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	17	17	17
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross .....	.....	–76	.....
Outlays, gross:				
4010	Outlays from new discretionary authority .....	.....	–76	.....
Mandatory:				
4090	Budget authority, gross	1	76	.....
Outlays, gross:				
4100	Outlays from new mandatory authority .....	.....	76	.....
4180	Budget authority, net (total)	1	.....	.....

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for air traffic control and

related services provided by the Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$88 million in overflight fees will be collected in 2014. A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112–175). The continuing resolution extended as a term and condition a proviso of Section 112 of the 2012 FAA Administrative Provisions (P.L. 112–55) that the Department of Transportation interprets as restricting the availability of overflight fees for the Essential Air Service program provided in section 428 of the FAA Modernization and Reform Act of 2012 (P.L. 112–95). This restriction, which limits the availability of overflight fees to \$50 million, is reflected as a –\$76 million discretionary change in a mandatory program in FY 2013. It is expected that a full year appropriation will amend this proviso of Section 112 so that the additional overflight fees will be available.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69–4120–0–3–402		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0801	Program Administration	3	7	7
0802	Projected Insurance Claims .....	.....	24	51
0900	Total new obligations	3	31	58
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	1,676	1,835	1,972
Budget authority:				
Spending authority from offsetting collections, mandatory:				
1800	Collected	162	168	50
1850	Spending auth from offsetting collections, mand (total)	162	168	50
1930	Total budgetary resources available	1,838	2,003	2,022
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	1,835	1,972	1,964
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	2	2	2
3010	Obligations incurred, unexpired accounts	3	31	58
3020	Outlays (gross)	–3	–31	–58
3050	Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	2	2	2
3200	Obligated balance, end of year	2	2	2
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	162	168	50
Outlays, gross:				
4100	Outlays from new mandatory authority	3	31	48
4101	Outlays from mandatory balances .....	.....	.....	10
4110	Outlays, gross (total)	3	31	58
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4121	Interest on Federal securities	–1	–5	–8
4123	Non-Federal sources	–161	–163	–42
4130	Offsets against gross budget authority and outlays (total)	–162	–168	–50
4170	Outlays, net (mandatory)	–159	–137	8
4190	Outlays, net (total)	–159	–137	8
Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	1,631	1,818	1,784
5001	Total investments, EOY: Federal securities: Par value	1,818	1,784	1,783

Summary of Budget Authority and Outlays (in millions of dollars)

	2012 actual	2013 CR	2014 est.
Enacted/requested:			
Outlays	-159	-137	8
Legislative proposal, subject to PAYGO:			
Outlays			-110
Total:			
Outlays	-159	-137	-102

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). Income to the fund is derived from premium collections for premium insurance coverage issued, income from authorized investments, and filing fees for non-premium coverage issued. The non-premium program provides aviation insurance coverage for aircraft used in connection with certain Government contract operations by a Department or Agency that agrees to indemnify the Secretary of Transportation for any losses covered by the insurance. The premium program provides war risk insurance coverage at a premium based on activity.

The Homeland Security Act of 2002 (P.L. 107-296) added a provision to require the Secretary to provide additional premium war risk insurance coverage (hull loss or damage and passenger and crew liability) to air carriers insured for third-party war risk liability on November 25, 2002.

The premium war risk insurance policy covers: (i) hull losses at agreed value; (ii) death, injury or property loss to passengers or crew, the limit being the same as the air carrier's commercial coverage as of November 25, 2002; and (iii) third-party liability.

The Budget now includes outlays reflecting probabilistic estimates of losses for the aviation war risk insurance program.

The authority to provide aviation war risk insurance expires on December 31, 2013. With the goal of building private capacity to manage aviation war risk, the Administration proposes to transform the program into a co-insurance arrangement in which DOT and a private insurer would jointly underwrite a common policy. In the case of a claim, DOT would pay an established fraction of the losses, and the private partner would pay the remainder. The Federal share would be slightly reduced each year as private capacity expands. The proposal would extend the existing program through 2014, during which time DOT would propose changes to its underlying statutory authority and work with the private insurance industry to develop co-insurance policies. The Budget proposes that a co-insurance arrangement would begin to reduce the governments share of any losses, starting in 2015.

Object Classification (in millions of dollars)

Identification code 69-4120-0-3-402	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
42.0 Projected Insurance claims and indemnities		24	51
44.0 Refunds	2	6	6
99.9 Total new obligations	3	31	58

Employment Summary

Identification code 69-4120-0-3-402	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	4	5	6

AVIATION INSURANCE REVOLVING FUND
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-4120-4-3-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Program Administration			2
0802 Projected Insurance Claims			16
0900 Total new obligations			18
Budgetary Resources:			
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected			128
1850 Spending auth from offsetting collections, mand (total)			128
1930 Total budgetary resources available			128
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			110
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			18
3020 Outlays (gross)			-18

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			128
Outlays, gross:			
4100 Outlays from new mandatory authority			18
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources			-128
4190 Outlays, net (total)			-110
Memorandum (non-add) entries:			
5001 Total investments, EOY: Federal securities: Par value			110

Object Classification (in millions of dollars)

Identification code 69-4120-4-3-402	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent			2
42.0 Projected insurance claims and indemnities			16
99.9 Total new obligations			18

Employment Summary

Identification code 69-4120-4-3-402	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment			6

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Accounting Services	54	58	59
0804 Information Services	102	106	107
0805 Duplicating Services	3	4	4
0806 Multi Media	2	2	2
0807 CMEL/Training	11	12	12
0808 International Training	5	4	4
0810 Logistics	249	233	235
0811 Aircraft Maintenance	54	56	57
0812 Acquisition	9	9	10

ADMINISTRATIVE SERVICES FRANCHISE FUND—Continued
Program and Financing—Continued

Identification code 69-4562-0-4-402	2012 actual	2013 CR	2014 est.
0900 Total new obligations	489	484	490
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	128	110	111
1021 Recoveries of prior year unpaid obligations	19		
1050 Unobligated balance (total)	147	110	111
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	458	485	500
1701 Change in uncollected payments, Federal sources	-6		
1750 Spending auth from offsetting collections, disc (total)	452	485	500
1930 Total budgetary resources available	599	595	611
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	110	111	121
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	143	169	153
3010 Obligations incurred, unexpired accounts	489	484	490
3020 Outlays (gross)	-444	-500	-494
3040 Recoveries of prior year unpaid obligations, unexpired	-19		
3050 Unpaid obligations, end of year	169	153	149
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-13	-7	-7
3070 Change in uncollected pymts, Fed sources, unexpired	6		
3090 Uncollected pymts, Fed sources, end of year	-7	-7	-7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	130	162	146
3200 Obligated balance, end of year	162	146	142
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	452	485	500
Outlays, gross:			
4010 Outlays from new discretionary authority	337	330	340
4011 Outlays from discretionary balances	107	170	154
4020 Outlays, gross (total)	444	500	494
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-458	-485	-500
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	6		
4080 Outlays, net (discretionary)	-14	15	-6
4190 Outlays, net (total)	-14	15	-6

In 1997, the Federal Aviation Administration (FAA) established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund improves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, travel, duplicating services, multi-media services, information technology, materiel management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	129	134	137
12.1 Civilian personnel benefits	40	42	43
21.0 Travel and transportation of persons	5	7	7
22.0 Transportation of things	5	5	5
23.3 Communications, utilities, and miscellaneous charges	17	15	16
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	208	192	193
26.0 Supplies and materials	73	74	74
31.0 Equipment	11	14	14
99.9 Total new obligations	489	484	490

Employment Summary

Identification code 69-4562-0-4-402	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	1,736	1,760	1,791

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-8103-0-7-402	2012 actual	2013 CR	2014 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	8,641	10,425	10,399
5001 Total investments, EOY: Federal securities: Par value	10,425	10,399	10,676

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, Federal Aviation Administration facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

To more equitably distribute the cost of air traffic services across the aviation user community, the Administration proposes to establish a new surcharge for air traffic services of \$100 per flight. Military aircraft, public aircraft, piston aircraft, air ambulances, aircraft operating outside of controlled airspace, and Canada-to-Canada flights would be exempt. The revenues generated by the surcharge would be deposited into the Airport and Airway Trust Fund. The surcharge would be effective for flights beginning after September 30, 2013.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 69-8103-0-7-402	2012 actual	2013 CR	2014 est.
Unexpended balance, start of year:			
0100 Balance, start of year	10,326	11,623	11,550
0199 Total balance, start of year	10,326	11,623	11,550
Cash income during the year:			
Current law:			
Receipts:			
1200 Excise Taxes, Airport and Airway Trust Fund	12,532	11,921	12,199
Offsetting receipts (intragovernmental):			
1240 Interest, Airport and Airway Trust Fund	221	232	217
Offsetting collections:			
1280 Grants-in-aid for Airports (Airport and Airway Trust Fund)		1	1
1281 Research, Engineering and Development (Airport and Airway Trust Fund)	4	13	13
1282 Facilities and Equipment (Airport and Airway Trust Fund)		40	40
1283 Facilities and Equipment (Airport and Airway Trust Fund)	50	49	30
1299 Income under present law	12,807	12,256	12,500
Proposed legislation:			
Receipts:			
2201 Excise Taxes, Airport and Airway Trust Fund			807
2299 Income under proposed legislation			807
3299 Total cash income	12,807	12,256	13,307
Cash outgo during year:			
Current law:			
4500 Trust Fund Share of FAA Activities (Airport and Airway Trust Fund)	-5,061	-5,092	-6,484
4500 Grants-in-aid for Airports (Airport and Airway Trust Fund)	-3,144	-3,947	-3,671
4500 Facilities and Equipment (Airport and Airway Trust Fund)	-2,968	-2,952	-2,911
4500 Research, Engineering and Development (Airport and Airway Trust Fund)	-188	-195	-193
4500 Payments to Air Carriers	-149	-143	-146

4599	Outgo under current law (-)	-11,510	-12,329	-13,405
6599	Total cash outgo (-)	-11,510	-12,329	-13,405
7645	Facilities and Equipment (Airport and Airway Trust Fund)	1		
Manual Adjustments:				
7690	Rounding adjustment	-1		
7699	Total adjustments			
Unexpended balance, end of year:				
8700	Uninvested balance (net), end of year	1,198	1,151	776
8701	Airport and Airway Trust Fund	10,425	10,399	10,676
8799	Total balance, end of year	11,623	11,550	11,452

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, \$3,200,000,000 to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of \$2,900,000,000 in fiscal year 2014, notwithstanding section 47117(g) of title 49, United States Code: Provided further, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: Provided further, That notwithstanding any other provision of law, of funds limited under this heading, not more than \$106,600,000 shall be obligated for administration, not less than \$15,000,000 shall be available for the Airport Cooperative Research Program, and not less than \$29,500,000 shall be available for Airport Technology Research.

(CANCELLATION)

Of the amounts authorized under sections 48103 and 48112 of Title 49, United States Code, \$450,000,000 are hereby permanently cancelled from amounts authorized for the fiscal year ending September 30, 2014.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8106–0–7–402		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0001	Grants-in-aid for airports	3,335	3,211	2,749
0002	Personnel and related expenses	100	102	107
0003	Airport technology research	29	29	29
0005	Small community air service	15	6	
0006	Airport Cooperative Research	15	15	15
0100	Total direct program	3,494	3,363	2,900
0799	Total direct obligations	3,494	3,363	2,900
0801	Reimbursable program		1	1
0900	Total new obligations	3,494	3,364	2,901
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	13	15	2

1021	Recoveries of prior year unpaid obligations	146		
1050	Unobligated balance (total)	159	15	2
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	3,435	3,456	3,200
1137	Appropriations applied to liquidate contract authority	-3,435	-3,456	-3,200
Contract authority, discretionary:				
1520	Contract authority and/or unobligated balance of contract authority permanently reduced			-450
1540	Contract authority, discretionary (total)			-450
Contract authority, mandatory:				
1600	Contract authority	3,350	3,350	3,350
1640	Contract authority, mandatory (total)	3,350	3,350	3,350
Spending authority from offsetting collections, discretionary:				
1700	Collected		1	1
1750	Spending auth from offsetting collections, disc (total)		1	1
1900	Budget authority (total)	3,350	3,351	2,901
1930	Total budgetary resources available	3,509	3,366	2,903
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	15	2	2

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	5,223	5,427	4,844
3010	Obligations incurred, unexpired accounts	3,494	3,364	2,901
3020	Outlays (gross)	-3,144	-3,947	-3,671
3040	Recoveries of prior year unpaid obligations, unexpired	-146		
3050	Unpaid obligations, end of year	5,427	4,844	4,074
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	5,223	5,427	4,844
3200	Obligated balance, end of year	5,427	4,844	4,074

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross		1	-449
Outlays, gross:				
4010	Outlays from new discretionary authority	316	673	592
4011	Outlays from discretionary balances	2,828	3,274	3,079
4020	Outlays, gross (total)	3,144	3,947	3,671
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4033	Non-Federal sources		-1	-1
Mandatory:				
4090	Budget authority, gross	3,350	3,350	3,350
4180	Budget authority, net (total)	3,350	3,350	2,900
4190	Outlays, net (total)	3,144	3,946	3,670

Memorandum (non-add) entries:

5052	Obligated balance, SOY: Contract authority	3,641	3,556	3,450
5053	Obligated balance, EOY: Contract authority	3,556	3,450	3,150
5061	Limitation on obligations (Transportation Trust Funds)	3,350	3,371	2,900

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs. The FY 2014 budget request proposes to lower funding for the airport grants program to \$2.9 billion, offset in part by eliminating passenger and cargo entitlement funding for large hub airports. To assist those airports that need the most help, the Administration proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. The Budget also proposes to allow all commercial service airports to increase the non-Federal Passenger Facility Charge, thereby giving airports greater flexibility to generate their own revenue. Eligible airports in all size categories will be able to compete for an additional \$2.0 billion in one-time funding that will be made available under the President's Immediate Transportation Investments proposal targeting investments in roads, railways, and runways. The combination of these changes to the AIP and PFC programs will allow airports to effectively transition to a reduced AIP level without hindering their ability to meet existing capital needs of the national airport system.

GRANTS-IN-AID FOR AIRPORTS—Continued

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	59	63	65
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	61	65	67
12.1 Civilian personnel benefits	17	18	19
21.0 Travel and transportation of persons	3	3	3
23.2 Rental payments to others	1	1	1
25.1 Advisory and assistance services	25	25	27
25.2 Other services from non-Federal sources	28	24	25
25.4 Operation and maintenance of facilities	1	1	1
25.7 Operation and maintenance of equipment	5	5	5
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
32.0 Land and structures	1	1	1
41.0 Grants, subsidies, and contributions	3,344	3,212	2,749
94.0 Financial transfers	6	6	.....
99.0 Direct obligations	3,494	3,363	2,900
99.0 Reimbursable obligations .....	.....	1	1
99.9 Total new obligations	3,494	3,364	2,901

Employment Summary

Identification code 69-8106-0-7-402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	547	589	605
2001 Reimbursable civilian full-time equivalent employment	1	1	1

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, \$2,777,798,000, of which \$482,000,000 shall remain available until September 30, 2014, and of which \$2,295,798,000 shall remain available until September 30, 2016: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment, improvement, and modernization of national airspace systems: Provided further, That upon initial submission to the Congress of the fiscal year 2015 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2015 through 2019, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution as well as amounts from P.L. 113-2, the Disaster Relief Appropriations Act, 2013 (no language shown).

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	455	583	335
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,627	1,652	1,200
0003 Procurement and modernization of non-ATC facilities and equipment	180	202	126
0004 Mission support	232	252	183
0005 Personnel and related expenses	472	478	482
0100 Subtotal, direct program	2,966	3,167	2,326
0799 Total direct obligations	2,966	3,167	2,326
0801 Reimbursable program	74	75	75
0900 Total new obligations	3,040	3,242	2,401
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,355	1,163	787
1001 Discretionary unobligated balance brought fwd, Oct 1	1,352	1,163	.....
1012 Unobligated balance transfers between expired and unexpired accounts	1	.....	.....
1021 Recoveries of prior year unpaid obligations	61	.....	.....
1050 Unobligated balance (total)	1,417	1,163	787
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	2,731	2,777	2,778
1160 Appropriation, discretionary (total)	2,731	2,777	2,778
Spending authority from offsetting collections, discretionary:			
1700 Collected	40	89	70
1701 Change in uncollected payments, Federal sources	24	.....	.....
1750 Spending auth from offsetting collections, disc (total)	64	89	70
1900 Budget authority (total)	2,795	2,866	2,848
1930 Total budgetary resources available	4,212	4,029	3,635
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-9	.....	.....
1941 Unexpired unobligated balance, end of year	1,163	787	1,234
Special and non-revolving trust funds:			
1951 Unobligated balance expiring	9	.....	.....
1952 Expired unobligated balance, start of year	125	103	103
1953 Expired unobligated balance, end of year	94	103	103
1954 Unobligated balance canceling	70	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,980	1,943	2,233
3010 Obligations incurred, unexpired accounts	3,040	3,242	2,401
3011 Obligations incurred, expired accounts	14	.....	.....
3020 Outlays (gross)	-2,968	-2,952	-2,911
3040 Recoveries of prior year unpaid obligations, unexpired	-61	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	-62	.....	.....
3050 Unpaid obligations, end of year	1,943	2,233	1,723
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-74	-80	-80
3070 Change in uncollected pymts, Fed sources, unexpired	-24	.....	.....
3071 Change in uncollected pymts, Fed sources, expired	18	.....	.....
3090 Uncollected pymts, Fed sources, end of year	-80	-80	-80
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,906	1,863	2,153
3200 Obligated balance, end of year	1,863	2,153	1,643
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2,795	2,866	2,848
Outlays, gross:			
4010 Outlays from new discretionary authority	1,107	1,262	1,229
4011 Outlays from discretionary balances	1,859	1,687	1,682
4020 Outlays, gross (total)	2,966	2,949	2,911
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-50	-49	-30
4033 Non-Federal sources .....	.....	-40	-40
4040 Offsets against gross budget authority and outlays (total)	-50	-89	-70
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-24	.....	.....
4052 Offsetting collections credited to expired accounts	10	.....	.....
4060 Additional offsets against budget authority only (total)	-14	.....	.....

4070	Budget authority, net (discretionary)	2,731	2,777	2,778
4080	Outlays, net (discretionary)	2,916	2,860	2,841
	Mandatory:			
	Outlays, gross:			
4101	Outlays from mandatory balances	2	3	.....
4180	Budget authority, net (total)	2,731	2,777	2,778
4190	Outlays, net (total)	2,918	2,863	2,841

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Airspace System (NAS). This includes funding for several activities of the Next Generation Air Transportation System, a joint effort between the Department of Transportation, the National Aeronautics and Space Administration, and the Departments of Defense, Homeland Security, and Commerce to improve the safety, capacity, security, and environmental performance of the NAS. The funding request supports the Federal Aviation Administration's comprehensive plan for modernizing, maintaining, and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	312	318	321
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	9	9	9
11.9 Total personnel compensation	323	329	332
12.1 Civilian personnel benefits	88	89	90
21.0 Travel and transportation of persons	41	34	34
22.0 Transportation of things	2	3	2
23.1 Rental payments to GSA .....	.....	1	.....
23.2 Rental payments to others .....	.....	44	27
23.3 Communications, utilities, and miscellaneous charges	54	18	26
25.1 Advisory and assistance services .....	.....	138	90
25.2 Other services from non-Federal sources	2,136	1,890	1,263
25.3 Other goods and services from Federal sources .....	.....	112	65
25.4 Operation and maintenance of facilities .....	.....	95	37
25.5 Research and development contracts .....	.....	3	5
25.7 Operation and maintenance of equipment .....	.....	69	41
26.0 Supplies and materials	21	21	19
31.0 Equipment	189	215	192
32.0 Land and structures	107	99	97
41.0 Grants, subsidies, and contributions	5	7	6
99.0 Direct obligations	2,966 ¹	3,167	2,326
99.0 Reimbursable obligations	74	75	75
99.9 Total new obligations	3,040	3,242	2,401

¹Details about the above object class breakout is available upon request.

Employment Summary

Identification code 69-8107-0-7-402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	2,793	2,833	2,833
2001 Reimbursable civilian full-time equivalent employment	39	61	62

RESEARCH, ENGINEERING, AND DEVELOPMENT

(INCLUDING CANCELLATION OF FUNDS)

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$166,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2016: Provided, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development: Provided further, That no amounts may be cancelled

from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0011 Improve aviation safety	88	82	87
0012 Improve efficiency of the air traffic control system	38	29	31
0013 Reduce environmental impact of aviation	40	32	29
0014 Improve the efficiency of mission support	6	26	20
0100 Subtotal, direct program	172	169	167
0799 Total direct obligations	172	169	167
0801 Reimbursable program	7	13	13
0900 Total new obligations	179	182	180

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	77	76	76
1021 Recoveries of prior year unpaid obligations	5	.....	.....
1050 Unobligated balance (total)	82	76	76
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	168	169	166
1160 Appropriation, discretionary (total)	168	169	166
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	13	13
1701 Change in uncollected payments, Federal sources	4	.....	.....
1750 Spending auth from offsetting collections, disc (total)	6	13	13
1900 Budget authority (total)	174	182	179
1930 Total budgetary resources available	256	258	255
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1	.....	.....
1941 Unexpired unobligated balance, end of year	76	76	75
Special and non-revolving trust funds:			
1951 Unobligated balance expiring	1	.....	.....
1952 Expired unobligated balance, start of year	6	6	6
1953 Expired unobligated balance, end of year	5	6	6
1954 Unobligated balance canceling[-8108]	2	.....	.....

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	158	143	130
3010 Obligations incurred, unexpired accounts	179	182	180
3011 Obligations incurred, expired accounts	1	.....	.....
3020 Outlays (gross)	-188	-195	-193
3040 Recoveries of prior year unpaid obligations, unexpired	-5	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	-2	.....	.....
3050 Unpaid obligations, end of year	143	130	117
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-6	-8	-8
3070 Change in uncollected pymts, Fed sources, unexpired	-4	.....	.....
3071 Change in uncollected pymts, Fed sources, expired	2	.....	.....
3090 Uncollected pymts, Fed sources, end of year	-8	-8	-8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	152	135	122
3200 Obligated balance, end of year	135	122	109

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	174	182	179
Outlays, gross:			
4010 Outlays from new discretionary authority	60	87	86
4011 Outlays from discretionary balances	128	108	107
4020 Outlays, gross (total)	188	195	193
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-4	-13	-13
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-4	.....	.....
4052 Offsetting collections credited to expired accounts	2	.....	.....

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued
Program and Financing—Continued

Identification code 69–8108–0–7–402	2012 actual	2013 CR	2014 est.
4060 Additional offsets against budget authority only (total)	–2		
4070 Budget authority, net (discretionary)	168	169	166
4080 Outlays, net (discretionary)	184	182	180
4180 Budget authority, net (total)	168	169	166
4190 Outlays, net (total)	184	182	180

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. The proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as the Joint Planning and Development Office which coordinates the interagency NextGen efforts, including activities related to unmanned aircraft systems.

Object Classification (in millions of dollars)

Identification code 69–8108–0–7–402	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	28	28
11.3 Other than full-time permanent		1	1
11.9 Total personnel compensation	28	29	29
12.1 Civilian personnel benefits	8	8	8
21.0 Travel and transportation of persons	2	2	2
25.1 Advisory and assistance services	35	36	37
25.2 Other services from non-Federal sources	53	51	45
25.3 Other goods and services from Federal sources	2	2	2
25.4 Operation and maintenance of facilities	1		
25.5 Research and development contracts	22	21	23
25.7 Operation and maintenance of equipment	2	2	2
26.0 Supplies and materials	2	2	3
31.0 Equipment	2	1	1
41.0 Grants, subsidies, and contributions	15	15	15
99.0 Direct obligations	172	169	167
99.0 Reimbursable obligations	7	13	13
99.9 Total new obligations	179	182	180

Employment Summary

Identification code 69–8108–0–7–402	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	255	260	260

TRUST FUND SHARE OF FAA ACTIVITIES (AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69–8104–0–7–402	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Payment to Operations	5,061	5,092	6,484
0900 Total new obligations (object class 94.0)	5,061	5,092	6,484
Budgetary Resources:			
Budget authority:			
1101 Appropriations, discretionary:			
Appropriation (special or trust fund)	5,061	5,092	6,484
1160 Appropriation, discretionary (total)	5,061	5,092	6,484
1930 Total budgetary resources available	5,061	5,092	6,484

Change in obligated balance:

3010 Unpaid obligations:			
3020 Obligations incurred, unexpired accounts	5,061	5,092	6,484
Outlays (gross)	–5,061	–5,092	–6,484

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	5,061	5,092	6,484
Outlays, gross:			
4010 Outlays from new discretionary authority	5,061	5,092	6,484
4180 Budget authority, net (total)	5,061	5,092	6,484
4190 Outlays, net (total)	5,061	5,092	6,484

For 2014, the Budget proposes \$9,707 million for Federal Aviation Administration Operations, of which \$6,484 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

SEC. 110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303, and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. 111. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

SEC. 112. None of the funds limited by this Act for grants under the Airport Improvement Program shall be made available to the sponsor of a commercial service airport if such sponsor fails to agree to a request from the Secretary of Transportation for cost-free space in a non-revenue producing, public use area of the airport terminal or other airport facilities for the purpose of carrying out a public service air passenger rights and consumer outreach campaign.

SEC. 113. None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. 114. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

SEC. 115. None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without the prior written approval of the Deputy Assistant Secretary for Administration of the Department of Transportation.

SEC. 116. Subparagraph (D) of section 47124(b)(3) of title 49, United States Code, is amended by striking "20 percent." and inserting "50 percent."

FEDERAL HIGHWAY ADMINISTRATION

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. MAP-21, along with Title 23, United States Code (Highways) and other supporting legislation, provides authority for the various programs of the Federal-aid Program.

The Act is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the United States economy. It provides needed funds, and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation system. The 2014 Budget request reflects the program restructuring and performance-based investment approach laid out by MAP-21. The complex array of highway programs from previous years is substantially consolidated into a

smaller number of broader core programs, thus simplifying the transportation investment process and providing funding flexibility to States. In addition, each program requires that performance-based goals are monitored and achieved which will lead to more efficient investment of Federal funds by focusing on National transportation priorities, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making.

In summary, the 2014 Budget consists of \$40,995 million in new budget authority and \$42,640 million in outlays (with both totals excluding transfers from the General Fund provided in MAP-21).

The following table reflects the total funding for all FHWA programs.

	[In millions of dollars]		
	2012 actual	2013 est.	2014 est.
Budget Authority:			
Federal-aid highways (TIF)	40,193	40,438	40,995
Federal-aid subject to limitation	39,447	39,699	40,256
Federal-aid highways exempt from the limitation	739	739	739
TIFIA Re-estimate	7	0	0
Miscellaneous appropriations (GF)	5	63	0
Miscellaneous trust funds (TF)	24	24	24
Emergency Relief (GF)	1,662	2,022	0
ROW Revolving Fund Liq Acct (TF)	-14	-19	0
Total Budget Authority	41,871	42,528	41,019
Total Discretionary	1,662	2,022	0
Total Mandatory	40,208	40,506	41,019
Obligation Limitation:			
Federal-aid highways (HTF)	39,144	39,144	40,256

Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0002 69-X-0538 STP	64	44	44
0003 69-X-991 All Others	22	16	16
0083 69-X-0505 TIFIA	5	63	.....
0900 Total new obligations (object class 41.0)	91	123	60
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	332	260	193
1001 Discretionary unobligated balance brought fwd, Oct 1	332	260	.....
1010 Unobligated balance transfer to other accts [69-1129]	-1	-7	.....
1021 Recoveries of prior year unpaid obligations	15	.....	.....
1050 Unobligated balance (total)	346	253	193
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	5	63	.....
1260 Appropriations, mandatory (total)	5	63	.....
1900 Budget authority (total)	5	63	.....
1930 Total budgetary resources available	351	316	193
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	260	193	133
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	159	143	119
3010 Obligations incurred, unexpired accounts	91	123	60
3020 Outlays (gross)	-92	-147	-69
3040 Recoveries of prior year unpaid obligations, unexpired	-15	.....	.....
3050 Unpaid obligations, end of year	143	119	110
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	159	143	119
3200 Obligated balance, end of year	143	119	110

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	87	84	69
Mandatory:			
4090 Budget authority, gross	5	63	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	5	63	.....
4180 Budget authority, net (total)	5	63	.....
4190 Outlays, net (total)	92	147	69

This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a Transportation Infrastructure Finance and Innovation (TIFIA) Act program upward interest re-estimate of \$5 million for 2012 and \$63 million for 2013. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, includes the TIFIA Act program upward subsidy re-estimate with this account instead of its previous inclusion in the Federal-aid highways account.

No further discretionary appropriations are requested for 2014.

EMERGENCY RELIEF

Program and Financing (in millions of dollars)

Identification code 69-0500-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	1,393	1,107	1,555
0900 Total new obligations (object class 41.0)	1,393	1,107	1,555
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	266	640	1,555
1021 Recoveries of prior year unpaid obligations	105	.....	.....
1050 Unobligated balance (total)	371	640	1,555
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,662	2,022	.....
1160 Appropriation, discretionary (total)	1,662	2,022	.....
1930 Total budgetary resources available	2,033	2,662	1,555
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	640	1,555	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	549	811	1,044
3010 Obligations incurred, unexpired accounts	1,393	1,107	1,555
3020 Outlays (gross)	-1,026	-874	-1,048
3040 Recoveries of prior year unpaid obligations, unexpired	-105	.....	.....
3050 Unpaid obligations, end of year	811	1,044	1,551
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	549	811	1,044
3200 Obligated balance, end of year	811	1,044	1,551
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,662	2,022	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	689	126	.....
4011 Outlays from discretionary balances	337	748	1,048
4020 Outlays, gross (total)	1,026	874	1,048
4180 Budget authority, net (total)	1,662	2,022	.....
4190 Outlays, net (total)	1,026	874	1,048

The Emergency Relief program receives \$100 million annually in mandatory funds in the Federal-aid Highways account. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, authorized the program to receive additional General Fund discretionary funding as needed. In 2012, \$1,662 million was

EMERGENCY RELIEF—Continued

enacted to remain available until expended, and in 2013, \$2,022 million was enacted to remain available until expended, both for necessary expenses resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriations are requested for this account in 2014.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Appalachian Development Highway System	10	57	.....
0900 Total new obligations (object class 41.0)	10	57	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	67	59	2
1021 Recoveries of prior year unpaid obligations	2	.....	.....
1050 Unobligated balance (total)	69	59	2
1930 Total budgetary resources available	69	59	2
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	59	2	2
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	31	23	53
3010 Obligations incurred, unexpired accounts	10	57	.....
3020 Outlays (gross)	-16	-27	-30
3040 Recoveries of prior year unpaid obligations, unexpired	-2	.....	.....
3050 Unpaid obligations, end of year	23	53	23
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	31	23	53
3200 Obligated balance, end of year	23	53	23
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	16	27	30
4190 Outlays, net (total)	16	27	30

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System. This schedule shows the obligation and outlay of amounts made available in prior years.

No funding is requested for 2014.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

This schedule shows the obligation and outlay of amounts made available in prior years.

No further appropriations are requested.

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0504-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0080 Projects and Activities Oversight	9	.....	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	.....	.....
1930 Total budgetary resources available	14	.....	.....
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-5	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4,712	1,562	277
3010 Obligations incurred, unexpired accounts	9	.....	.....
3011 Obligations incurred, expired accounts	20	.....	.....
3020 Outlays (gross)	-3,037	-1,285	-277
3041 Recoveries of prior year unpaid obligations, expired	-142	.....	.....
3050 Unpaid obligations, end of year	1,562	277	.....
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-14	-5	.....
3071 Change in uncollected pymts, Fed sources, expired	9	5	.....
3090 Uncollected pymts, Fed sources, end of year	-5	.....	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4,698	1,557	277
3200 Obligated balance, end of year	1,557	277	.....
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	3,037	1,285	277
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-9	.....	.....
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	9	.....	.....
4080 Outlays, net (discretionary)	3,028	1,285	277
4190 Outlays, net (total)	3,028	1,285	277

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0504-0-1-401	2012 actual	2013 CR	2014 est.
Direct loan subsidy outlays:			
134001 Tiger TIFIA Direct Loans (ARRA)	8	1
134999 Total subsidy outlays	8	1

Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which \$26.6 billion was apportioned to States based on formulas described in the Recovery Act and \$0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds were available through September 30, 2012 and all other funds were available through September 30, 2010.

The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds augmented existing investments, authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 42,000

miles of pavement across the United States have been improved. Of the 13,129 highway projects for which Recovery Act funds were obligated, 1,835 projects are under construction and 11,294 projects have been completed.

Object Classification (in millions of dollars)

Identification code 69-0504-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	6		
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	7		
21.0 Travel and transportation of persons	1		
99.0 Direct obligations	8		
99.5 Below reporting threshold	1		
99.9 Total new obligations	9		

Employment Summary

Identification code 69-0504-0-1-401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	20		

PAYMENT TO THE TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-0534-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity		6,200	12,600
0900 Total new obligations (object class 41.0)		6,200	12,600
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		6,200	12,600
1260 Appropriations, mandatory (total)		6,200	12,600
1930 Total budgetary resources available		6,200	12,600
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts		6,200	12,600
3020 Outlays (gross)		-6,200	-12,600
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		6,200	12,600
Outlays, gross:			
4100 Outlays from new mandatory authority		6,200	12,600
4180 Budget authority, net (total)		6,200	12,600
4190 Outlays, net (total)		6,200	12,600

Summary of Budget Authority and Outlays (in millions of dollars)

	2012 actual	2013 CR	2014 est.
Enacted/requested:			
Budget Authority		6,200	12,600
Outlays		6,200	12,600
Legislative proposal, subject to PAYGO:			
Budget Authority			2,552
Outlays			2,552
Total:			
Budget Authority		6,200	15,152
Outlays		6,200	15,152

Section 40251 of Public Law 112-141, Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, authorized additional appropriations from the General Fund of the Treasury to the Highway Account in the Highway Trust Fund

in the amount of \$6.2 billion and \$12.6 billion in 2013 and 2014, respectively.

PAYMENT TO THE TRANSPORTATION TRUST FUND

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0534-4-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity			2,552
0900 Total new obligations (object class 94.0)			2,552
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			2,552
1260 Appropriations, mandatory (total)			2,552
1930 Total budgetary resources available			2,552
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			2,552
3020 Outlays (gross)			-2,552
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			2,552
Outlays, gross:			
4100 Outlays from new mandatory authority			2,552
4180 Budget authority, net (total)			2,552
4190 Outlays, net (total)			2,552

The Administration proposes to pay for the proposed rail reauthorization and the surface transportation reauthorization reserve by utilizing savings from ramping down overseas military operations. Specifically, the Budget proposes transfers from the General Fund to the Transportation Trust Fund (TTF) to maintain TTF solvency through the both reauthorization periods, which are fully offset by reduced overseas military expenditures. These transfers will cover both the existing structural trust fund structural deficit for current law surface transportation programs and new outlays associated with both reauthorization proposals for the ten year window. In 2014, the Budget proposes to transfer \$2.552 billion into the TTF.

**TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM
DIRECT LOAN FINANCING ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4123-0-3-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	852	7,619	9,793
0713 Payment of interest to Treasury	180	166	239
0742 Downward reestimate paid to receipt account	71	100	
0743 Interest on downward reestimates	28	35	
0900 Total new obligations	1,131	7,920	10,032
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	30	29	3,230
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	1,033	10,240	9,037
1440 Borrowing authority, mandatory (total)	1,033	10,240	9,037
Spending authority from offsetting collections, mandatory:			
1800 Collected	148	313	441
1801 Change in uncollected payments, Federal sources	-22	568	692
1825 Spending authority from offsetting collections applied to repay debt	-29		

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM
DIRECT LOAN FINANCING ACCOUNT—Continued

Program and Financing—Continued

Identification code 69-4123-0-3-401	2012 actual	2013 CR	2014 est.
1850 Spending auth from offsetting collections, mand (total)	97	881	1,133
1900 Financing authority (total)	1,130	11,121	10,170
1930 Total budgetary resources available	1,160	11,150	13,400
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	29	3,230	3,368
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2,682	2,890	8,361
3010 Obligations incurred, unexpired accounts	1,131	7,920	10,032
3020 Financing disbursements (gross)	-923	-2,449	-3,574
3050 Unpaid obligations, end of year	2,890	8,361	14,819
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-226	-204	-772
3070 Change in uncollected pymts, Fed sources, unexpired	22	-568	-692
3090 Uncollected pymts, Fed sources, end of year	-204	-772	-1,464
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2,456	2,686	7,589
3200 Obligated balance, end of year	2,686	7,589	13,355
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	1,130	11,121	10,170
Financing disbursements:			
4110 Financing disbursements, gross	923	2,449	3,574
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	-68	-159	-303
4120 Federal sources: Upward Reestimate	-7	-45	.....
4120 Federal sources: Interest on upward reestimate	-5	-18	.....
4122 Interest on uninvested funds	-11	-21	-34
4123 Non-Federal sources - Interest payments	-41	-54	-88
4123 Non-Federal sources - Principal payments	-16	-16	-16
4130 Offsets against gross financing auth and disbursements (total)	-148	-313	-441
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	22	-568	-692
4160 Financing authority, net (mandatory)	1,004	10,240	9,037
4170 Financing disbursements, net (mandatory)	775	2,136	3,133
4180 Financing authority, net (total)	1,004	10,240	9,037
4190 Financing disbursements, net (total)	775	2,136	3,133

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	852	7,619	9,793
1150 Total direct loan obligations	852	7,619	9,793
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	3,932	4,697	6,942
1231 Disbursements: Direct loan disbursements	644	2,078	3,235
1251 Repayments: Repayments and prepayments	-16	-16	-16
1261 Adjustments: Capitalized interest	137	183	294
1290 Outstanding, end of year	4,697	6,942	10,455

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4123-0-3-401	2011 actual	2012 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	32	32
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	3,932	4,697

1402 Interest receivable	16	11
1405 Allowance for subsidy cost (-)	-346	-335
1499 Net present value of assets related to direct loans	3,602	4,373
1999 Total assets	3,634	4,405
LIABILITIES:		
2103 Federal liabilities: Debt	3,634	4,405
4999 Total liabilities and net position	3,634	4,405

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LOAN
GUARANTEE FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	10	.....
1850 Spending auth from offsetting collections, mand (total)	10	.....
1930 Total budgetary resources available	10	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	10
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	10	.....
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-10	.....
4190 Financing disbursements, net (total)	-10	.....

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on commitments:			
2131 Guaranteed loan commitments exempt from limitation	132	.....
2150 Total guaranteed loan commitments	132	.....
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	132
2231 Disbursements of new guaranteed loans	132	.....
2290 Outstanding, end of year	132	132
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	132	.....

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LINE
OF CREDIT FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4173-0-3-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	104	.....
0713 Payment of interest to Treasury	1	.....
0900 Total new obligations	105	.....

Budgetary Resources:				
Financing authority:				
Borrowing authority, mandatory:				
1400	Borrowing authority	95		
1440	Borrowing authority, mandatory (total)	95		
Spending authority from offsetting collections, mandatory:				
1800	Collected	1		
1801	Change in uncollected payments, Federal sources	9		
1850	Spending auth from offsetting collections, mand (total)	10		
1900	Financing authority (total)	105		
1930	Total budgetary resources available	105		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1		95	
3010	Obligations incurred, unexpired accounts	105		
3020	Financing disbursements (gross)	-10	-21	
3050	Unpaid obligations, end of year	95	74	
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1		-9	
3070	Change in uncollected pymts, Fed sources, unexpired	-9		
3090	Uncollected pymts, Fed sources, end of year	-9	-9	
Memorandum (non-add) entries:				
3100	Obligated balance, start of year		86	
3200	Obligated balance, end of year	86	65	
Financing authority and disbursements, net:				
Mandatory:				
4090	Financing authority, gross	105		
Financing disbursements:				
4110	Financing disbursements, gross	10	21	
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Federal sources	-1		
Additional offsets against financing authority only (total):				
4140	Change in uncollected pymts, Fed sources, unexpired	-9		
4160	Financing authority, net (mandatory)	95		
4170	Financing disbursements, net (mandatory)	9	21	
4180	Financing authority, net (total)	95		
4190	Financing disbursements, net (total)	9	21	

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on obligations:			
1131	Direct loan obligations exempt from limitation	104	
1150	Total direct loan obligations	104	
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year		10
1231	Disbursements: Direct loan disbursements	10	21
1290	Outstanding, end of year	10	31

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from lines of credit made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

**TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION**

Program and Financing (in millions of dollars)

Identification code 69-0542-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0701	Direct loan subsidy	6	39
0709	Administrative expenses	1	
0900	Total new obligations	6	40

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	20	45	10
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	31	5	
1750	Spending auth from offsetting collections, disc (total)	31	5	
1930	Total budgetary resources available	51	50	10
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	45	10	10
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1		6	32
3010	Obligations incurred, unexpired accounts	6	40	
3020	Outlays (gross)		-14	-16
3050	Unpaid obligations, end of year	6	32	16
Memorandum (non-add) entries:				
3100	Obligated balance, start of year		6	32
3200	Obligated balance, end of year	6	32	16
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	31	5	
Outlays, gross:				
4010	Outlays from new discretionary authority		1	
4011	Outlays from discretionary balances		13	16
4020	Outlays, gross (total)		14	16
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-31	-5	
4190	Outlays, net (total)	-31	9	16

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0542-0-1-401	2012 actual	2013 CR	2014 est.
Direct loan levels supportable by subsidy budget authority:			
115001	TIFIA TIGER Direct Loans	546	466
115999	Total direct loan levels	546	466
Direct loan subsidy (in percent):			
132001	TIFIA TIGER Direct Loans	1.05	8.28
132999	Weighted average subsidy rate	1.05	8.28
Direct loan subsidy budget authority:			
133001	TIFIA TIGER Direct Loans	6	39
133999	Total subsidy budget authority	6	39
Direct loan subsidy outlays:			
134001	TIFIA TIGER Direct Loans		12
134999	Total subsidy outlays		12
Direct loan downward reestimates:			
Administrative expense data:			
3510	Budget authority	1	1
3590	Outlays from new authority		1

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 million for TIGER discretionary grants as part of the 2010 and 2011 Department of Transportation (DOT) appropriations acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed \$300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. In 2012, \$45 million was provided for TIGER discretionary grants as part of the 2012 DOT appropriation act to pay subsidy and administrative costs. OST has delegated the authority to negotiate and administer Transportation Infrastructure Finance Innovation Act of 1998 loans under this program to the Federal Highway Administration. No further amounts are requested for 2014.

Object Classification (in millions of dollars)

Identification code 69-0542-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.1	Advisory and assistance services		1

TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION—Continued

Object Classification—Continued

Identification code 69-0542-0-1-401	2012 actual	2013 CR	2014 est.
41.0 Grants, subsidies, and contributions	6	39	.....
99.9 Total new obligations	6	40	.....

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 69-4348-0-3-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	546	466	.....
0713 Payment of interest to Treasury .....	.....	8	10
0900 Total new obligations	546	474	10
Budgetary Resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	540	432	8
1440 Borrowing authority, mandatory (total)	540	432	8
Spending authority from offsetting collections, mandatory:			
1800 Collected .....	.....	14	17
1801 Change in uncollected payments, Federal sources	6	28	-15
1850 Spending auth from offsetting collections, mand (total)	6	42	2
1900 Financing authority (total)	546	474	10
1930 Total budgetary resources available	546	474	10
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1 .....	.....	546	872
3010 Obligations incurred, unexpired accounts	546	474	10
3020 Financing disbursements (gross) .....	.....	-148	-196
3050 Unpaid obligations, end of year	546	872	686
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1 .....	.....	-6	-34
3070 Change in uncollected pymts, Fed sources, unexpired	-6	-28	15
3090 Uncollected pymts, Fed sources, end of year	-6	-34	-19
Memorandum (non-add) entries:			
3100 Obligated balance, start of year .....	.....	540	838
3200 Obligated balance, end of year	540	838	667
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	546	474	10
Financing disbursements:			
4110 Financing disbursements, gross .....	.....	148	196
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources .....	.....	-12	-15
4122 Interest on uninvested funds .....	.....	-2	-2
4130 Offsets against gross financing auth and disbursements (total) .....	.....	-14	-17
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	-6	-28	15
4160 Financing authority, net (mandatory)	540	432	8
4170 Financing disbursements, net (mandatory) .....	.....	134	179
4180 Financing authority, net (total)	540	432	8
4190 Financing disbursements, net (total) .....	.....	134	179

Status of Direct Loans (in millions of dollars)

Identification code 69-4348-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	546	466	.....
1150 Total direct loan obligations	546	466	.....

Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year .....	.....	.....	148
1231 Disbursements: Direct loan disbursements .....	.....	140	186
1261 Adjustments: Capitalized interest .....	.....	8	10
1290 Outstanding, end of year .....	.....	148	344

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as National Infrastructure Investment awards and administered by the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-4347-0-3-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected .....	.....	8	1
1801 Change in uncollected payments, Federal sources .....	.....	-8	-1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	472	472	54
3020 Financing disbursements (gross) .....	.....	-418	-17
3050 Unpaid obligations, end of year	472	54	37
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-12	-12	-4
3070 Change in uncollected pymts, Fed sources, unexpired .....	.....	8	1
3090 Uncollected pymts, Fed sources, end of year	-12	-4	-3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	460	460	50
3200 Obligated balance, end of year	460	50	34
Financing authority and disbursements, net:			
Mandatory:			
Financing disbursements:			
4110 Financing disbursements, gross .....	.....	418	17
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources .....	.....	-8	-1
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired .....	.....	8	1
4170 Financing disbursements, net (mandatory) .....	.....	410	16
4190 Financing disbursements, net (total) .....	.....	410	16

Status of Direct Loans (in millions of dollars)

Identification code 69-4347-0-3-401	2012 actual	2013 CR	2014 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	439
1231 Disbursements: Direct loan disbursements	418	17
1261 Adjustments: Capitalized interest	21	23
1290 Outstanding, end of year	439	479

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as Supplemental Discretionary Grants for National Surface Transportation System awards and administered by the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

HIGHWAY INFRASTRUCTURE PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-0548-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	223		
0900 Total new obligations (object class 41.0)	223		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	213		
1021 Recoveries of prior year unpaid obligations	10		
1050 Unobligated balance (total)	223		
1930 Total budgetary resources available	223		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	215	242	107
3010 Obligations incurred, unexpired accounts	223		
3020 Outlays (gross)	-186	-135	-80
3040 Recoveries of prior year unpaid obligations, unexpired	-10		
3050 Unpaid obligations, end of year	242	107	27
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	215	242	107
3200 Obligated balance, end of year	242	107	27
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	186	135	80
4190 Outlays, net (total)	186	135	80

In 2010, the Congress appropriated \$650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code.

No further appropriations are requested in 2014.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	14	19	
1820 Capital transfer of spending authority from offsetting collections to general fund	-14	-19	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	6	6
3050 Unpaid obligations, end of year	6	6	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	6	6
3200 Obligated balance, end of year	6	6	6
Budget authority and outlays, net:			
Mandatory:			
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-14	-19	
4180 Budget authority, net (total)	-14	-19	
4190 Outlays, net (total)	-14	-19	

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2012 actual	2013 CR	2014 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	44	19	
1251 Repayments: Repayments and prepayments	-14	-19	

1264	Write-offs for default: Loan Forgiveness (P.L. 109-59)	-11		
1290	Outstanding, end of year	19		

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated by the Transportation Equity Act for the 21st Century of 1998 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-Aid Highway program.

FEDERAL-AID HIGHWAYS

TRANSPORTATION TRUST FUND

Whenever in this fiscal year the Secretary of Transportation (after consultation with the Secretary of the Treasury) determines that the amount in Highway Trust Fund (other than the Mass Transit Account) or the Mass Transit Account is insufficient to timely meet the anticipated payments from the account, and the amount in the other account exceeds the amount necessary to timely meet the anticipated payments from that account, the Secretary of the Treasury may transfer to the insufficient account from such other account referred to in this paragraph an amount up to the estimated insufficiency or the excess in such other account, whichever is less: Provided, That any amount transferred to the insufficient account shall be treated as a non-interest bearing repayable advance: Provided further, That whenever the Secretary of Transportation (after consultation with the Secretary of the Treasury) determines that the amount in the account to which an advance is made exceeds the amount necessary to timely meet the anticipated payments from the account, the Secretary shall transfer from that account to the account from which the advance was made an amount equal to the amount so advanced or such excess, whichever is less.

Program and Financing (in millions of dollars)

Identification code 69-8102-0-7-401	2012 actual	2013 CR	2014 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	16,302	9,970	7,100
5001 Total investments, EOY: Federal securities: Par value	9,970	7,100	6,800

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law. The Administration proposes to rename the Highway Trust Fund as the Transportation Trust Fund, and create a new Rail Account to finance inter-city passenger and freight rail investments.

The following Status of Funds table presents the status of the proposed Transportation Trust Fund.

Cash balances.—The Status of Funds table begins with the unexpended balance on a "cash basis" at the start of the year. The table shows the amount of cash invested in Federal securities at par value and the amount of cash on hand, i.e., uninvested balance. Next, the table provides the amounts of cash income and cash outlays during each year to show the cash balance at the end of each year.

Revenues.—The Budget presentation includes estimated receipts from existing Highway Trust Fund excise taxes, which would continue to be deposited into the Highway and Mass Transit

FEDERAL-AID HIGHWAYS—Continued

Accounts of the expanded Transportation Trust Fund in the same manner as current law.

General Fund Transfers.—The Moving Ahead for Progress in the 21st Century Act (Public Law 112–141) authorized transfers into the Transportation Trust Fund of \$2.4 billion from the Leaking Underground Storage Tank (LUST) Trust Fund in 2013, \$6.2 billion from the General Fund in 2013, and \$12.6 billion from the General Fund in 2014. The Budget reflects these transfers, and also proposes to transfer an additional \$214 billion over six years into the Transportation Trust Fund to maintain trust fund solvency and pay for increased outlays associated with the Administration's rail and surface transportation reauthorization proposals. The proposed General Fund transfers are fully offset by savings derived from reductions in overseas military operations.

Status of Funds (in millions of dollars)

Identification code 69–8102–0–7–401	2012 actual	2013 CR	2014 est.
Unexpended balance, start of year:			
0100 Balance, start of year	21,620	15,598	9,478
0111 Motor Carrier Safety Operations and Programs [021–17–8055–0]	16		
0111 Motor Carrier Safety [021–17–8159–0]	1		
0111 Motor Carrier Safety [021–17–8055–0]	2		
Adjustments:			
0190 Adjustment - reconcile to actual cash balance	691		
0199 Total balance, start of year	22,330	15,598	9,478
Cash income during the year:			
Current law:			
Receipts:			
1200 Transportation Trust Fund, Deposits (highway Account)	35,112	33,746	34,094
1201 Transportation Trust Fund, Deposits (Mass Transit Account)	5,057	4,906	4,915
Offsetting receipts (proprietary):			
1220 Transportation Infrastructure Finance and Innovation Program, Downward Reestimates of Subsidies (FHWA)	71		
Offsetting receipts (intragovernmental):			
1240 Payment from the General Fund, Transportation Trust Fund (Mass Transit)			2,200
1241 Transfer from the Leaking Underground Storage Tank Trust Fund, Transportation Trust Fund (Highway Account)	2,400		
1242 Earnings on Investments, Transportation Trust Fund	7	10	
1243 Payment from the General Fund, Transportation Trust Fund (Highway)		6,200	10,400
Offsetting collections:			
1280 Federal-aid Highways	1		
1281 Miscellaneous Transportation Trust Funds	2		
1282 Right-of-way Revolving Fund Liquidating Account	16	15	15
1283 Motor Carrier Safety Operations and Programs	14	19	
1284 Operations and Research (Transportation Trust Fund)	20	30	30
1285 Federal-aid Highways	101	320	320
1299 Income under present law	42,801	45,246	51,974
Proposed legislation:			
Offsetting receipts (intragovernmental):			
2244 Payment from the General Fund, Transportation Trust Fund (Rail Account)			2,552
2299 Income under proposed legislation			2,552
3299 Total cash income	42,801	45,246	54,526
Cash outgo during year:			
Current law:			
4500 Federal-aid Highways	–40,120	–40,927	–41,351
4500 Transit Formula Grants	–8,197	–9,252	–9,887
4500 Highway Traffic Safety Grants	–515	–428	–461
4500 Motor Carrier Safety Grants	–274	–283	–311
4500 Motor Carrier Safety Operations and Programs	–259	–258	–251
4500 Operations and Research (Transportation Trust Fund)	–120	–145	–147
4500 Miscellaneous Transportation Trust Funds	–13	–35	–36
4500 Discretionary Grants (Transportation Trust Fund, Mass Transit Account)	–13	–9	–9
4500 Appalachian Development Highway System (Transportation Trust Fund)	–1	–1	–1
4500 Motor Carrier Safety	–1	–4	
4500 National Motor Carrier Safety Program		–5	
4599 Outgo under current law (-)	–49,513	–51,347	–52,454
Proposed legislation:			
5500 Current Passenger Rail Service			–1,555
5500 Rail Service Improvement Program			–225

5500 Railroad Research, Development, and Technology			–7
5599 Outgo under proposed legislation (-)			–1,787
6599 Total cash outgo (-)	–49,513	–51,347	–54,241
7645 Federal-aid Highways	–1,103	–1,386	–1,367
7645 Transit Formula Grants	–20		
7645 Federal-aid Highways	20		
7645 Transit Formula Grants	1,103	1,386	1,367
7650 Right-of-way Revolving Fund Liquidating Account	–14	–19	
Manual Adjustments:			
7690 Rounding adjustment	–6		
7699 Total adjustments	–20	–19	
Unexpended balance, end of year:			
8700 Uninvested balance (net), end of year	5,628	2,378	2,963
8701 Transportation Trust Fund	9,970	7,100	6,800
8799 Total balance, end of year	15,598	9,478	9,763

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Funds available for the implementation or execution of programs of Federal-aid highways and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of Public Law 112–141 shall not exceed total obligations of \$40,256,000,000 for fiscal year 2014: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under 23 U.S.C. 608.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

For the payment of obligations incurred in carrying out Federal-aid highways and highway safety construction programs authorized under title 23, United States Code, \$40,995,000,000 derived from the Highway account of the Transportation Trust Fund (other than the Mass Transit Account), to remain available until expended.

LIMITATION ON ADMINISTRATIVE EXPENSES

(TRANSPORTATION TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Not to exceed \$429,855,000, together with advances and reimbursements received by the Federal Highway Administration, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration for necessary expenses for administration and operation. In addition, not to exceed \$3,248,000 shall be paid from appropriations made available by this Act and transferred to the Appalachian Regional Commission in accordance with 23 U.S.C. 104.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8083–0–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0010 Surface transportation program	9,300	9,605	9,686
0011 National highway system	8,335	538	538
0012 Interstate maintenance	5,390	416	416
0013 Bridge program	4,885	1,061	1,061
0014 National highway performance program		17,423	17,600
0015 Congestion mitigation and air quality improvement program	1,048	2,121	2,139
0016 Highway safety improvement program	1,436	2,294	2,315

0017	Metropolitan transportation planning	300	301	
0018	Transportation alternatives	777	787	
0021	Equity programs	1,426	1,444	1,444
0023	Federal lands highways	454		
0024	Federal lands and tribal programs	960	960	
0025	Appalachian development highway system	66	66	66
0026	High priority projects	790	670	549
0027	Projects of national and regional significance	101	101	101
0028	Research, development, and technology	242		
0029	Research, technology and education program	384	384	
0032	Administration - LAE	402	415	433
0033	Administration - other	34	33	
0056	Construction of ferry boats and ferry terminal facilities	64	64	
0057	Territorial and Puerto Rico highway programs	182	182	
0058	Other programs	3,621	464	644

0091	Programs subject to obligation limitation	37,496	39,319	39,703
0211	Exempt Programs	490	583	626

0500	Total direct program	37,986	39,902	40,329
	Credit program obligations:			
0701	Direct loan subsidy	47	746	995
0702	Loan guarantee subsidy		10	
0705	Reestimates of direct loan subsidy	7		
0709	Administrative expenses	2	4	5
0791	Direct program activities, subtotal	56	760	1,000
0799	Total direct obligations	38,042	40,662	41,329
0801	Reimbursable program	125	320	320
0900	Total new obligations	38,167	40,982	41,649

Budgetary Resources:

	Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	29,328	30,018	28,494
1001	Discretionary unobligated balance brought fwd, Oct 1	405	472	
1013	Unobligated balance of contract authority transferred to or from other accounts [69-8350]	6		
1020	Adjustment of unobligated bal brought forward, Oct 1	-6		
1050	Unobligated balance (total)	29,328	30,018	28,494
	Budget authority:			
	Appropriations, discretionary:			
1101	Appropriation (special or trust fund)	39,883	40,438	40,995
1120	Appropriations transferred to other accts [69-8350]	-1,103	-1,386	-1,367
1121	Appropriations transferred from other accts [69-8350]	20		
1137	Appropriations applied to liquidate contract authority	-38,800	-39,052	-39,628
	Appropriations, mandatory:			
1201	Appropriation (special or trust fund)	7		
1260	Appropriations, mandatory (total)	7		
	Contract authority, mandatory:			
1600	Contract authority	40,186	40,438	40,995
1610	Transferred to other accounts [69-8350]	-1,543	-1,300	-1,300
1611	Transferred from other accounts [69-8350]	15		
1640	Contract authority, mandatory (total)	38,658	39,138	39,695
	Spending authority from offsetting collections, discretionary:			
1700	Collected	102	320	320
1701	Change in uncollected payments, Federal sources	90		
1750	Spending auth from offsetting collections, disc (total)	192	320	320
1900	Budget authority (total)	38,857	39,458	40,015
1930	Total budgetary resources available	68,185	69,476	68,509
	Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	30,018	28,494	26,860

Change in obligated balance:

	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	69,414	67,461	67,516
3010	Obligations incurred, unexpired accounts	38,167	40,982	41,649
3020	Outlays (gross)	-40,120	-40,927	-41,351
3050	Unpaid obligations, end of year	67,461	67,516	67,814
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-431	-521	-521
3070	Change in uncollected pymts, Fed sources, unexpired	-90		
3090	Uncollected pymts, Fed sources, end of year	-521	-521	-521
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	68,983	66,940	66,995
3200	Obligated balance, end of year	66,940	66,995	67,293

Budget authority and outlays, net:

	Discretionary:			
4000	Budget authority, gross	192	320	320
	Outlays, gross:			
4010	Outlays from new discretionary authority	10,670	10,538	10,838
4011	Outlays from discretionary balances	28,848	29,793	29,897

4020	Outlays, gross (total)	39,518	40,331	40,735
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4030	Federal sources	-101	-320	-320
4033	Non-Federal sources	-1		
4040	Offsets against gross budget authority and outlays (total)	-102	-320	-320
	Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	-90		
4080	Outlays, net (discretionary)	39,416	40,011	40,415
	Mandatory:			
4090	Budget authority, gross	38,665	39,138	39,695
	Outlays, gross:			
4100	Outlays from new mandatory authority	215	200	200
4101	Outlays from mandatory balances	387	396	416
4110	Outlays, gross (total)	602	596	616
4180	Budget authority, net (total)	38,665	39,138	39,695
4190	Outlays, net (total)	40,018	40,607	41,031

Memorandum (non-add) entries:

5052	Obligated balance, SOY: Contract authority	60,004	59,862	59,948
5053	Obligated balance, EOY: Contract authority	59,862	59,948	60,015
5061	Limitation on obligations (Transportation Trust Funds)	39,144	37,844	38,956

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-8083-0-7-401	2012 actual	2013 CR	2014 est.
Direct loan levels supportable by subsidy budget authority:			
115001 TIFIA Lines of Credit		104	
115002 TIFIA Direct Loans	852	7,619	9,793
115999 Total direct loan levels	852	7,723	9,793
Direct loan subsidy (in percent):			
132001 TIFIA Lines of Credit		9.66	
132002 TIFIA Direct Loans	5.50	9.66	10.16
132999 Weighted average subsidy rate	5.50	9.66	10.16
Direct loan subsidy budget authority:			
133001 TIFIA Lines of Credit		10	
133002 TIFIA Direct Loans	47	736	995
133999 Total subsidy budget authority	47	746	995
Direct loan subsidy outlays:			
134001 TIFIA Lines of Credit		1	1
134002 TIFIA Direct Loans	68	159	303
134999 Total subsidy outlays	68	160	304
Direct loan upward reestimates:			
135002 TIFIA Direct Loans	12	63	
135999 Total upward reestimate budget authority	12	63	
Direct loan downward reestimates:			
137002 TIFIA Direct Loans	-99	-135	
137999 Total downward reestimate budget authority	-99	-135	
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee		132	
215999 Total loan guarantee levels		132	
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee		7.60	
232999 Weighted average subsidy rate		7.60	
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee		10	
233999 Total subsidy budget authority		10	
Guaranteed loan subsidy outlays:			
234001 Loan guarantee		10	
234999 Total subsidy outlays		10	
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	2	4	5
3590 Outlays from new authority	2	4	5

The Federal-Aid Highways (FAH) program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely. Typically, all programs included within FAH are financed from the Highway Account of the proposed Transportation Trust Fund

FEDERAL-AID HIGHWAYS—Continued

(formerly to be the Highway Trust Fund), and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The authorization for Federal surface transportation programs (the Moving Ahead for Progress in the 21st Century Act, or MAP-21) was enacted on July 6, 2012.

The Federal Highway Administration's (FHWA) 2014 budget requests the programs and funding levels included in the MAP-21 authorization. Built on past successes, the new structure strives to enhance the safety, performance, condition, and efficiency of the Nation's highway system. The new construct consists of eight core programs and a handful of key activities: Highway Safety Improvement Program; National Highway Performance Program; Surface Transportation Program; Congestion Mitigation and Air Quality Improvement Program; Metropolitan Transportation Planning Program; Transportation Alternatives Program; Federal Lands and Tribal Programs; Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; Research, Technology and Education Program; and, Other Programs.

Highway Safety Improvement Program.—The performance-based Highway Safety Improvement Program (\$2.4 billion) provides funding to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land, directly tied to the Department's safety goal and Roadway Safety Plan principles. The request represents a slight increase over the MAP-21 2013 safety program, consistent with MAP-21 2014 funding levels. Improving roadway safety is a top priority of the Department, and has been designated one of DOT's Agency Priority Goals. FHWA, through National leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data-and performance-driven, strategic approach to improving traffic safety to reduce fatalities and serious injuries. It strengthens coordination among all highway safety modes, including National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) safety programs in conjunction with all Department safety initiatives. It continues the requirement that each State utilize a Strategic Highway Safety Plan. This statewide, coordinated safety plan in each State will provide a comprehensive framework for establishing statewide goals, objectives, and performance targets. And it provides eligibility and flexibility for the effective use of safety-focused funding.

National Highway Performance Program.—The new performance-based National Highway Performance Program (\$21.9 billion) focuses significant Federal resources for the following purposes: to support the condition and performance of the National Highway System (NHS); to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. It is a formula-based program that provides funding to maintain and improve the NHS. It streamlines and consolidates portions of several former SAFETEA-LU programs. MAP-21 redefined the NHS as a network composed of the Interstate System, all principal arterials, intermodal connectors, and roads important to national defense. The redefined NHS now totals approximately 220,000 miles. The NHS provides mobility to the vast majority of the Nation's population and almost all of its commerce. It

supports national defense and promotes intermodal connectivity. While NHS mileage accounts for a small portion of the Nation's public road mileage, it carries 55 percent of all vehicular traffic and 97 percent of truck-borne freight. While it comprises 53 percent of U.S. highway border crossings, it handles 98 percent of the value of total truck trade with Canada and Mexico.

Surface Transportation Program.—The new Surface Transportation Program (\$10.1 billion) provides flexible funding that may be used by States and localities for projects to preserve and improve the condition and performance on any federal-aid highway, bridges on any public road, and transit capital projects, including intercity bus terminals. An efficient transportation system is critical to maintaining the competitiveness of our economy. The highly developed U.S. transportation system played a key role in allowing GDP per capita to grow faster in the U.S. than comparable rates abroad. Additional transportation infrastructure investment is needed. This program will give transportation agencies the ability to target funding to State and local priorities. States will identify projects for STP funding in consultation with local transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

Congestion Mitigation and Air Quality Improvement Program.—The Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$2.3 billion) will help States, local governments, and private-sector sponsors reduce highway congestion and harmful emissions, and also assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS)—a strong environmental priority. The CMAQ program provides a flexible funding source for State and local governments to fund transportation projects and programs that help meet the requirements of the Clean Air Act and its amendments, and that help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that reduce the mobile source emissions for which an area has been designated nonattainment or maintenance of the NAAQS by the Environmental Protection Agency. MAP-21 also places considerable emphasis on projects that reduce highway congestion, which in many metropolitan areas impedes economic development.

Metropolitan Transportation Planning Program.—The Metropolitan Transportation Planning Program (\$314 million) provides funds used by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Transportation Alternatives Program.—The Transportation Alternatives Program (\$820 million) supports the U.S. Department of Transportation Livable Communities strategic goal which aims to foster livable communities through policies and investments that increase transportation choices and access to transportation services. The program creates safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate. This program provides resources to expand transportation choices and enhance the transportation experience. Eligible projects include, but are not limited to pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

Federal Lands and Tribal Transportation Programs.—The new Federal Lands and Tribal Transportation Programs (\$1.0 billion) provide funding for transportation projects on Federal and Tribal lands for construction and engineering projects that will provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 565 federally-recognized sovereign tribal governments, improve multimodal access to recreational areas on public lands/national treasures, and expand economic development in and around Federal and tribal lands while preserving the environment and reducing congestion.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.—The TIFIA Program (\$1.0 billion) provides contract authority for grant loan subsidies and administrative costs to assist with funding nationally or regionally significant transportation projects. The TIFIA Program leverages Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded.

Research, Technology, and Education Program.—The Research, Technology, and Education (RT&E) Program (\$400 million) provides for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation's organizational goals, while accelerating innovation delivery and technology implementation. The proposal restructures existing FHWA research, development and technology activities into three programs: a highway research and development program, a technology and innovation deployment program, and a training and education activities program. The Research Program also supports activities in the areas of safety, infrastructure preservation, operations, environmental sustainability, and policy. FHWA is in a unique leadership position to identify and address issues that require high-risk, long-term research, and research on emerging issues of National significance. FHWA's leadership role is necessary to build effective partnerships to maximize the investment in the transportation system. The entire innovation lifecycle is covered under the RT&E program umbrella from agenda setting to the deployment of technologies and innovations.

Other Programs.—This categorization consists of MAP-21 funding (\$357 million) authorized for three key programs: Emergency Relief; Territorial and Puerto Rico Highways Program; and Construction of Ferry Boats and Ferry Terminal Facilities. Emergency Relief funding assists Federal, State, tribal, and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. The Territorial and Puerto Rico Highways Program funds highway programs specifically in United States territories and Puerto Rico. The Construction of Ferry Boats and Ferry Terminal Facilities funding is used to construct ferry boats and ferry boat terminal facilities which will improve connectivity between NHS segments, provide travel mode options, and reduce congestion.

Object Classification (in millions of dollars)

Identification code 69–8083–0–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	250	293	298
11.3 Other than full-time permanent	3	6	6
11.5 Other personnel compensation	4	4	4
11.9 Total personnel compensation	257	303	308

12.1 Civilian personnel benefits	76	86	87
21.0 Travel and transportation of persons	18	15	15
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	27	27	27
23.2 Rental payments to others	1	.....	.....
23.3 Communications, utilities, and miscellaneous charges	2	3	3
24.0 Printing and reproduction	2	1	1
25.1 Advisory and assistance services	44	43	43
25.2 Other services from non-Federal sources	278	353	363
25.3 Other goods and services from Federal sources	140	425	435
25.4 Operation and maintenance of facilities .....	.....	4	4
25.7 Operation and maintenance of equipment	44	34	34
26.0 Supplies and materials	3	4	4
31.0 Equipment	2	6	6
32.0 Land and structures	1	8	8
33.0 Investments and loans	54	.....	.....
41.0 Grants, subsidies, and contributions	36,148	38,405	39,046
99.0 Direct obligations	37,098	39,718	40,385
99.0 Reimbursable obligations	125	320	320
Allocation Account - direct:			
Personnel compensation:			
11.1 Full-time permanent	12	12	12
11.5 Other personnel compensation	51	51	51
11.9 Total personnel compensation	63	63	63
12.1 Civilian personnel benefits	16	16	16
21.0 Travel and transportation of persons	3	3	3
23.1 Rental payments to GSA	7	7	7
25.1 Advisory and assistance services	26	26	26
25.2 Other services from non-Federal sources	186	186	186
25.3 Other goods and services from Federal sources	43	43	43
25.4 Operation and maintenance of facilities	9	9	9
25.5 Research and development contracts	1	1	1
25.7 Operation and maintenance of equipment	2	2	2
26.0 Supplies and materials	5	5	5
31.0 Equipment	2	2	2
32.0 Land and structures	23	23	23
41.0 Grants, subsidies, and contributions	557	558	558
99.0 Allocation account - direct	943	944	944
99.5 Below reporting threshold	1	.....	.....
99.9 Total new obligations	38,167	40,982	41,649

Employment Summary

Identification code 69–8083–0–7–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	2,638	2,709	2,727
2001 Reimbursable civilian full-time equivalent employment	217	217	217
3001 Allocation account civilian full-time equivalent employment	3	3	3

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69–8072–0–7–401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	3
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	3	2
3020 Outlays (gross)	–1	–1	–1
3050 Unpaid obligations, end of year	3	2	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	3	2
3200 Obligated balance, end of year	3	2	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1	1	1
4190 Outlays, net (total)	1	1	1

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (TRANSPORTATION TRUST FUND)—Continued

Funding for this program is used for the necessary expenses for the Appalachian Development Highway System as distributed to the following States: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. This schedule shows the obligation and outlay of amounts made available in prior years.

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2012 actual	2013 CR	2014 est.
0100 Balance, start of year			
Receipts:			
0220 Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	17	17	17
0221 Contributions from States, Etc., Cooperative Work, Forest Highways, FHA, Miscellaneous Trust	5	5	5
0222 Deposits for Cooperative Work, International Highway Transportation Outreach Program	2	2	2
0299 Total receipts and collections	24	24	24
0400 Total: Balances and collections	24	24	24
Appropriations:			
0500 Miscellaneous Trust Funds	-24	-24	-24
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Cooperative work, forest highways 69-X-8265	8	10	10
0002 International Outreach Program 69-X-8371	2	2	2
0003 Advances from State cooperating agencies 69-X-8054	26	32	32
0004 Other Programs	1	1	1
0900 Total new obligations	37	45	45
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	57	45	24
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	58	45	24
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	24	24	24
1260 Appropriations, mandatory (total)	24	24	24
1900 Budget authority (total)	24	24	24
1930 Total budgetary resources available	82	69	48
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	45	24	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	28	27	22
3010 Obligations incurred, unexpired accounts	37	45	45
3020 Outlays (gross)	-37	-50	-52
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	27	22	15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	28	27	22
3200 Obligated balance, end of year	27	22	15
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	24	24	24
Outlays, gross:			
4100 Outlays from new mandatory authority	11	19	19
4101 Outlays from mandatory balances	26	31	33
4110 Outlays, gross (total)	37	50	52
4180 Budget authority, net (total)	24	24	24

4190 Outlays, net (total)	37	50	52
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The Miscellaneous Trust Funds account reflects work performed by Federal Highway Administration (FHWA) for other parties. FHWA performs the work on a reimbursable basis.

Cooperative work, forest highways.—Contributions are received from States and counties in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

International Outreach Program.—Funds are collected to inform the domestic highway community of technological innovations, promote highway transportation expertise internationally, and increase transfers of transportation technology to foreign countries.

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the FHWA.

Other Programs-Contributions for highway research programs.—Contributions are received from various sources in support of the FHWA Research, Development, and Technology Program. The funds are used primarily in support of pooled-funds projects.

Technical assistance, U.S. dollars advance from foreign governments.—The FHWA renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	2
25.1 Advisory and assistance services	6	7	7
25.2 Other services from non-Federal sources	21	26	26
25.3 Other goods and services from Federal sources	5	6	6
44.0 Refunds	3	4	4
99.9 Total new obligations	37	45	45

Employment Summary

Identification code 69-9971-0-7-999	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	20	20	20

MISCELLANEOUS TRANSPORTATION TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0027 Obligations by program activity Miscellaneous highway projects	16	37	26
0100 Direct Program by Activities - Subtotal (running)	16	37	26
0900 Total new obligations (object class 41.0)	16	37	26
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	96	86	49
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	100	86	49
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	2		
1750 Spending auth from offsetting collections, disc (total)	2		
1900 Budget authority (total)	2		
1930 Total budgetary resources available	102	86	49

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	86	49 23
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	57	56 58
3010	Obligations incurred, unexpired accounts	16	37 26
3020	Outlays (gross)	-13	-35 -36
3040	Recoveries of prior year unpaid obligations, unexpired	-4	.....
3050	Unpaid obligations, end of year	56	58 48
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	57	56 58
3200	Obligated balance, end of year	56	58 48
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	2	.....
Outlays, gross:			
4011	Outlays from discretionary balances	13	35 36
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-2	.....
4190	Outlays, net (total)	11	35 36

Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120.

(a) For fiscal year 2014, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid highways—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid highways that is equal to the unobligated balance of amounts—

(A) made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

(A) the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2) of this subsection; bears to

(B) the total of the sums authorized to be appropriated for the Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection (b)(12) for such fiscal years), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under the Moving Ahead for Progress in the 21st Century Act and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid highway and highway safety construction programs that are apportioned by the Secretary under title 23, United States Code (other than the amounts apportioned for the national highway performance program in section 119 of title 23, United States Code, that are exempt

from the limitation under subsection (b)(12) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to all States for such fiscal year.

(b) **EXCEPTIONS FROM OBLIGATION LIMITATION-** The obligation limitation for Federal-aid highways shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (but, for each of fiscal years 2005 through 2012, only in an amount equal to \$639,000,000 for each of those fiscal years);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and

(12) section 119 of title 23, United States Code (but, for each of fiscal years 2013 and 2014, only in an amount equal to \$639,000,000 for each of those fiscal years).

(c) **REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY** - Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of the Moving Ahead for Progress in the 21st Century Act) and 104 of title 23, United States Code.

(d) **APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS-**

(1) **IN GENERAL-** Except as provided in paragraph (2), the obligation limitation for Federal-aid highways shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) division E of the Moving Ahead for Progress in the 21st Century Act.

(2) **EXCEPTION-** Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 4 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(e) **REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS-**

(1) **IN GENERAL-** Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid highway programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) **RATIO-** Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).

(3) **AVAILABILITY-** Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid Highways account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid Highways and highway safety construction programs.

SEC. 122. Not less than 15 days prior to waiving, under his statutory authority, any Buy America requirement for Federal-aid highway projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: Provided, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.

SEC. 123. From the unobligated balances of funds apportioned among the States prior to October 1, 2012, under sections 104(b) and 144 of title 23, United States Code (as in effect on the day before the date of enactment of Public Law 112–141), the amount of \$26,103,000 shall be made available in fiscal year 2014 for the administrative expenses of the Federal Highway Administration: Provided further, That this provision shall not apply to funds distributed in accordance with section 104(b)(5) of title 23, United States Code (as in effect on the day before the date of enactment of Public Law 112–141); section 133(d)(1) of such title (as in effect on the day before the date of enactment of Public Law 109–59); and the first sentence of section 133(d)(3)(A) of such title (as in effect on the day before the date of enactment of Public Law 112–141): Provided further, That such amount shall be derived on a proportional basis from the unobligated balances of apportioned funds to which this provision applies: Provided further, That the amount made available by this provision in fiscal year 2014 for the administrative expenses of the Federal Highway Administration shall be in addition to the amount made available in fiscal year 2014 for such purposes under section 104(a) of title 23, United States Code: Provided further, That the amount made available by this provision in fiscal year 2014 for the administrative expenses of the Federal Highway Administration shall have the same period of availability and characteristics of the contract authority made available under section 104(a) of title 23, United States Code.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation by the Motor Carrier Safety Improvement Act of 1999 (P.L. 106–159). Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

FMCSA's mission is to promote safe commercial motor vehicle operation and reduce truck and bus crashes. The agency accomplishes this mission by reducing fatalities and property losses associated with commercial motor vehicles through education, regulation, enforcement, and research and innovative technology, thereby achieving a safer and more secure transportation environment. FMCSA is also responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all com-

mercial vehicles entering the United States along its southern and northern borders.

Trust Funds

MOTOR CARRIER SAFETY

Program and Financing (in millions of dollars)

Identification code 69–8055–0–7–401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	1	1
1020 Adjustment of unobligated bal brought forward, Oct 1	–18		
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	–10	5	
3001 Adjustments to unpaid obligations, brought forward, Oct 1	16		
3020 Outlays (gross)		–5	
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	5		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–2		
3061 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	5	
3200 Obligated balance, end of year	5		
Budget authority and outlays, net:			
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		5	
4190 Outlays, net (total)		5	
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	41	41	41
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	41	41	41

Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Program and Financing (in millions of dollars)

Identification code 69–8048–0–7–401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	19	19
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	19	19	19
1930 Total budgetary resources available	19	19	19
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	19	19	19
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	4	
3020 Outlays (gross)	–1	–4	
3040 Recoveries of prior year unpaid obligations, unexpired	–3		
3050 Unpaid obligations, end of year	4		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	4	

3200	Obligated balance, end of year	4		
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	1	4	
4190	Outlays, net (total)	1	4	
Memorandum (non-add) entries:				
5050	Unobligated balance, SOY: Contract authority	3	7	11
5051	Unobligated balance, EOY: Contract authority	7	11	11
5052	Obligated balance, SOY: Contract authority	8	4	
5053	Obligated balance, EOY: Contract authority	4		

Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109–59, as amended by Public Law 112–41, \$313,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$313,000,000 in fiscal year 2014 for "Motor Carrier Safety Grants"; of which \$218,000,000 shall be available for the motor carrier safety assistance program, \$30,000,000 shall be available for the commercial driver's license improvements program, \$32,000,000 shall be available for border enforcement grants, \$5,000,000 shall be available for the performance and registration information system management program, \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program, and \$3,000,000 shall be available for the safety data improvement program: Provided further, That, of the funds made available herein for the motor carrier safety assistance program, \$32,000,000 shall be available for audits of new entrant motor carriers.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8158–0–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Motor Carrier Safety Assistance Program	212	214	218
0002 Border Enforcement Grants	32	32	32
0003 Safety Data Improvement Grants	3	3	3
0004 Commercial Driver's License (CDL) Program Improvement Grants	29	30	30
0005 Commercial Vehicle Information Systems	17	25	25
0006 Performance and Registration Information System	4	5	5
0900 Total new obligations	297	309	313
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	53	72	72
1021 Recoveries of prior year unpaid obligations	10		
1050 Unobligated balance (total)	63	72	72
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	307	310	313
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants	–307	–310	–313
Contract authority, discretionary:			
1520 Contract authority and/or unobligated balance of contract authority permanently reduced		–1	
1540 Contract authority, discretionary (total)		–1	

Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants	307	310	313
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–1		
1640 Contract authority, mandatory (total)	306	310	313
1900 Budget authority (total)	306	309	313
1930 Total budgetary resources available	369	381	385
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	72	72	72
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	399	412	438
3010 Obligations incurred, unexpired accounts	297	309	313
3020 Outlays (gross)	–274	–283	–311
3040 Recoveries of prior year unpaid obligations, unexpired	–10		
3050 Unpaid obligations, end of year	412	438	440
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	399	412	438
3200 Obligated balance, end of year	412	438	440

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		–1	
Outlays, gross:			
4010 Outlays from new discretionary authority	62	87	88
4011 Outlays from discretionary balances	212	196	223
4020 Outlays, gross (total)	274	283	311
Mandatory:			
4090 Budget authority, gross	306	310	313
4180 Budget authority, net (total)	306	309	313
4190 Outlays, net (total)	274	283	311

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	28	29	30
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	29	30	30
5061 Limitation on obligations (Transportation Trust Funds)	307	309	313

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. State safety enforcement efforts at the southern and northern borders ensure that all points of entry into the U.S. are fortified with comprehensive commercial vehicle safety measures. In addition, the Federal Motor Carrier Safety Administration (FMCSA) oversees State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs. The Performance and Registration Information Systems and Management program links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers. FMCSA is also deploying Commercial Vehicle Information Systems and Networks to improve safety and productivity of commercial vehicles and drivers.

Under Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112–141), the Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

Object Classification (in millions of dollars)

Identification code 69–8158–0–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
21.0 Travel and transportation of persons	1	1	1
25.2 Other services from non-Federal sources	4	24	24
41.0 Grants, subsidies, and contributions	292	284	288
99.9 Total new obligations	297	309	313

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, \$259,000,000, to be derived from the Transportation Trust Fund (Highway Account) together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, and to remain available until expended: Provided, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of \$259,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2014, of which \$9,000,000, to remain available for obligation until September 30, 2016, is for the Research and Technology program, and of which \$1,000,000 shall be available for grants to carry out section 4134 of Public Law 109–59: Provided further, That notwithstanding section 4127(e) of Public Law 109–59, none of the funds under this heading for outreach and education shall be available for transfer.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8159–0–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Operating Expenses	192	193	207
0002 Research and Technology	9	9	9
0003 Information Management	35	34	29
0004 Regulatory Development	9	9	9
0005 Outreach and Education	3	3	4
0006 Commercial Motor Vehicle Operating Grants	1	1	1
0100 Subtotal, direct program	249	249	259
0799 Total direct obligations	249	249	259
0801 Reimbursable program	16	15	15
0900 Total new obligations	265	264	274
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	17	19
1001 Discretionary unobligated balance brought fwd, Oct 1	4	5	
1020 Adjustment of unobligated bal brought forward, Oct 1	–1		
1021 Recoveries of prior year unpaid obligations	5		
1050 Unobligated balance (total)	22	17	19
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	248	249	259
1137 Appropriations applied to liquidate contract authority	–248	–249	–259
Contract authority, mandatory:			
1600 Contract authority	244	251	259
1640 Contract authority, mandatory (total)	244	251	259
Spending authority from offsetting collections, discretionary:			
1700 Collected	16	15	15
1750 Spending auth from offsetting collections, disc (total)	16	15	15
1900 Budget authority (total)	260	266	274
1930 Total budgetary resources available	282	283	293
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	19	19
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	85	87	93
3001 Adjustments to unpaid obligations, brought forward, Oct 1	1		
3010 Obligations incurred, unexpired accounts	265	264	274
3020 Outlays (gross)	–259	–258	–251
3040 Recoveries of prior year unpaid obligations, unexpired	–5		
3050 Unpaid obligations, end of year	87	93	116

Memorandum (non-add) entries:

3100 Obligated balance, start of year	86	87	93
3200 Obligated balance, end of year	87	93	116

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	16	15	15
Outlays, gross:			
4010 Outlays from new discretionary authority	199	202	209
4011 Outlays from discretionary balances	60	56	42
4020 Outlays, gross (total)	259	258	251
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4034 Offsetting governmental collections	–16	–15	–15
Mandatory:			
4090 Budget authority, gross	244	251	259
4180 Budget authority, net (total)	244	251	259
4190 Outlays, net (total)	243	243	236

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	11	15	14
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	15	14	14
5061 Limitation on obligations (Transportation Trust Funds)	248	250	259

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. Under Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112–141), the Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation.

Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; Household goods regulation and enforcement, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA Regulations. Resources are also provided to fund regulatory development and implementation, information management, research and technology, grants to State and local partners, safety outreach and education, and the safety and consumer telephone hotline.

Object Classification (in millions of dollars)

Identification code 69–8159–0–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	87	86	88
11.3 Other than full-time permanent	2	2	3
11.9 Total personnel compensation	89	88	91
12.1 Civilian personnel benefits	28	26	27
21.0 Travel and transportation of persons	9	9	9
23.1 Rental payments to GSA	11	13	14
23.3 Communications, utilities, and miscellaneous charges	1	6	6
24.0 Printing and reproduction		1	1
25.2 Other services from non-Federal sources	100	90	97
25.5 Research and development contracts	9	10	10
26.0 Supplies and materials	1	4	1
31.0 Equipment		1	2
41.0 Grants, subsidies, and contributions	1	1	1
99.0 Direct obligations	249	249	259
99.0 Reimbursable obligations	16	15	15
99.9 Total new obligations	265	264	274

Employment Summary

Identification code 69–8159–0–7–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	1,031	1,062	1,088

2001	Reimbursable civilian full-time equivalent employment	61	61	61
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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establishing motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0654-0-1-376	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	20	20
1930 Total budgetary resources available	20	20	20
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20	20	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	1

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program.

No new funds are requested for this program in 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$148,343,000, of which \$20,000,000 shall remain available until September 30, 2015.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Research and Analysis	37	36	38
0002 Rulemaking	23	21	25
0003 Enforcement	18	19	20
0004 Administrative Expenses	65	65	65
0900 Total new obligations	143	141	148
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	1	4
1021 Recoveries of prior year unpaid obligations	1	3	1

1050 Unobligated balance (total)	3	4	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	140	141	148
1160 Appropriation, discretionary (total)	140	141	148
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	141	141	148
1930 Total budgetary resources available	144	145	153
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	4	5

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	80	79	76
3010 Obligations incurred, unexpired accounts	143	141	148
3020 Outlays (gross)	-140	-141	-144
3040 Recoveries of prior year unpaid obligations, unexpired	-1	-3	-1
3041 Recoveries of prior year unpaid obligations, expired	-3		
3050 Unpaid obligations, end of year	79	76	79
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	80	79	76
3200 Obligated balance, end of year	79	76	79

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	141	141	148
Outlays, gross:			
4010 Outlays from new discretionary authority	86	82	86
4011 Outlays from discretionary balances	54	59	58
4020 Outlays, gross (total)	140	141	144
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
4180 Budget authority, net (total)	140	141	148
4190 Outlays, net (total)	139	141	144

These programs support vehicle safety activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into, and implementation of, Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including promulgation of Federal motor vehicle safety standards for motor vehicles and safety related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle safety research and development supports all NHTSA programs, including the collection and analysis of crash data to identify safety problems; development of alternative solutions; and assessments of costs, benefits, and effectiveness. Research continues on standards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on decreasing fatalities from rollover crashes and improving vehicle-to-vehicle crash compatibility.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38	37	40
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	39	38	41

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION—Continued
Object Classification—Continued

Identification code 69–0650–0–1–401	2012 actual	2013 CR	2014 est.
12.1 Civilian personnel benefits	10	10	11
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	2	3	3
25.2 Other services from non-Federal sources	55	53	51
25.5 Research and development contracts	33	33	38
31.0 Equipment	1	1	1
99.9 Total new obligations	143	141	148

Employment Summary

Identification code 69–0650–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	328	340	369

NATIONAL DRIVER REGISTER MODERNIZATION

Program and Financing (in millions of dollars)

Identification code 69–0660–0–1–401	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2		
3020 Outlays (gross)	–2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2		
4190 Outlays, net (total)	2		

The mission of the National Driver Register (NDR) is to improve traffic and transportation safety by providing a nationwide database of problem drivers that assists State driver licensing agencies in identifying these individuals and assists employers in making hiring and certification decisions. NDR is a computerized database of information about drivers who have had their licenses revoked or suspended, or who have been convicted of serious traffic violations such as driving while impaired by alcohol or drugs. State motor vehicle agencies provide NDR with the names of individuals who have lost their privileges or who have been convicted of a serious traffic violation.

The funds in this account supported the modernization of this program. The schedules above illustrate the remaining activity associated with the completed National Driver Register Modernization.

No new funds are requested for this program in 2014.

Trust Funds

OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, \$118,500,000, to be derived from the Transportation Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$118,500,000, of which \$113,500,000

shall be for programs authorized under 23 U.S.C. 403, and of which \$5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the \$113,500,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2015 and shall be in addition to the amount of any limitation imposed on obligations for future years.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8016–0–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Highway safety programs	39	42	42
0002 Research and analysis	27	27	32
0007 National driver register	3	4	5
0008 Administrative Expenses	35	37	40
0100 Total Direct Obligations	104	110	119
0799 Total direct obligations	104	110	119
0801 Reimbursable program	20	30	30
0900 Total new obligations	124	140	149

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	31	37
1001 Discretionary unobligated balance brought fwd, Oct 1	3	3	
1021 Recoveries of prior year unpaid obligations	5		
1050 Unobligated balance (total)	23	31	37
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	110	110	119
1137 Appropriations applied to liquidate contract authority	–110	–110	–119
Contract authority, mandatory:			
1600 Contract authority	112	116	119
1640 Contract authority, mandatory (total)	112	116	119
Spending authority from offsetting collections, discretionary:			
1700 Collected	20	30	30
1750 Spending auth from offsetting collections, disc (total)	20	30	30
1900 Budget authority (total)	132	146	149
1930 Total budgetary resources available	155	177	186
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	31	37	37
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year	1	1	
1953 Expired unobligated balance, end of year	1		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	100	99	94
3010 Obligations incurred, unexpired accounts	124	140	149
3020 Outlays (gross)	–120	–145	–147
3040 Recoveries of prior year unpaid obligations, unexpired	–5		
3050 Unpaid obligations, end of year	99	94	96
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	100	99	94
3200 Obligated balance, end of year	99	94	96

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	20	30	30
Outlays, gross:			
4010 Outlays from new discretionary authority	61	81	86
4011 Outlays from discretionary balances	59	64	61
4020 Outlays, gross (total)	120	145	147
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Baseline Program [Text]	–20	–30	–30
Mandatory:			
4090 Budget authority, gross	112	116	119
4180 Budget authority, net (total)	112	116	119
4190 Outlays, net (total)	100	115	117

Memorandum (non-add) entries:

5054	Fund balance in excess of liquidating requirements, SOY:			
	Contract authority	25	21	16
5055	Fund balance in excess of liquidating requirements, EOY:			
	Contract authority	21	16	16
5061	Limitation on obligations (Transportation Trust Funds)	110	110	119

The NHTSA provides research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle rider safety, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.

NHTSA will continue its efforts to further quantify the magnitude and nature of the emerging problem of distracted driving, assess the impact of distraction on driver behavior and driving performance, and inform public attitudes and opinions about distraction. In addition, NHTSA will continue to analyze the impact of product design on distraction potential, and assess how to effectively manage driver workload due to distraction.

NHTSA will continue to operate the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, NHTSA will improve its vital data collection and analysis which form the basis of its research, rulemaking, and performance measurement activities.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	19	20
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	18	20	21
12.1 Civilian personnel benefits	5	5	5
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	45	44	47
25.5 Research and development contracts	27	32	37
26.0 Supplies and materials	1	1	1
99.0 Direct obligations	104	110	119
99.0 Reimbursable obligations	20	30	30
99.9 Total new obligations	124	140	149

Employment Summary

Identification code 69-8016-0-7-401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	174	178	189
2001 Reimbursable civilian full-time equivalent employment	3	4	4

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out provisions of 23 U.S.C. 402 and 405, section 2009 of Public Law 109-59, as amended by Public Law 112-141, and section 31101(a)(6) of Public Law 112-141, to remain available until expended, \$561,500,000, to be derived from the

Transportation Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$561,500,000 for programs authorized under 23 U.S.C. 402 and 405, section 2009 of Public Law 109-59, as amended by Public Law 112-141, and section 31101(a)(6) of Public Law 112-141, of which \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$272,000,000 shall be for "National Priority Safety Programs" under 23 U.S.C. 405; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109-59, as amended by Public Law 112-141; \$25,500,000 shall be for "Administrative Expenses" under section 31101(a)(6) of Public Law 112-141: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed \$500,000 of the funds made available for "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Section 402 formula grants	235	236	235
0002 Section 405 Combined occupant protection grants	25	25	.....
0004 Section 408 State Traffic Information System Improvements	33	.....	.....
0005 Section 410 Impaired Driving Countermeasures	139	.....	.....
0006 Section 3010 High Visibility Enforcement	29	29	29
0007 Section 3011 Motorcyclist Safety	7	.....	.....
0008 Section 2011 Child Safety and Booster Seat Grants	7	.....	.....
0011 Administrative Expenses - Chapter 4 of Title 23	25	26	26
0012 Section 406 Safety Belt Performance NASS Modernization (no-year limitation)	2	.....	.....
0014 Section 405A Occupant Protection Grants .....	.....	.....	44
0015 Section 405B State Traffic Information System Improvements .....	.....	.....	39
0016 Section 405C Impaired Driving Countermeasures .....	.....	.....	143
0017 Section 405D Distracted Driving .....	.....	.....	23
0018 Section 405E Motorcyclist Safety .....	.....	.....	4
0019 Section 405F State Graduated Driver Licensing Laws .....	.....	.....	14
0020 Section 403H In-Vehicle Alcohol Detection Device Research .....	.....	.....	5
0900 Total new obligations	502	316	562
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	135	185	433
1021 Recoveries of prior year unpaid obligations	2	10	1
1050 Unobligated balance (total)	137	195	434
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	550	554	562
1137 Appropriations applied to liquidate contract authority	-550	-554	-562
Contract authority, mandatory:			
1600 Contract authority	550	554	562
1640 Contract authority, mandatory (total)	550	554	562
1900 Budget authority (total)	550	554	562
1930 Total budgetary resources available	687	749	996
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	185	433	434

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	728	713	591
3010 Obligations incurred, unexpired accounts	502	316	562
3020 Outlays (gross)	-515	-428	-461
3040 Recoveries of prior year unpaid obligations, unexpired	-2	-10	-1
3050 Unpaid obligations, end of year	713	591	691
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	728	713	591
3200 Obligated balance, end of year	713	591	691

HIGHWAY TRAFFIC SAFETY GRANTS—Continued

Program and Financing—Continued

Identification code 69–8020–0–7–401	2012 actual	2013 CR	2014 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	122	227	230
4011 Outlays from discretionary balances	393	201	231
4020 Outlays, gross (total)	515	428	461
Mandatory:			
4090 Budget authority, gross	550	554	562
4180 Budget authority, net (total)	550	554	562
4190 Outlays, net (total)	515	428	461
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	52	52	52
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	52	52	52
5061 Limitation on obligations (Transportation Trust Funds)	550	554	562

The NHTSA provides grants for several activities related to highway traffic safety. MAP-21 streamlines the highway safety grant process and also establishes a new distracted driving grant for States that enact and enforce laws to prevent distracted driving, such as prohibiting texting while driving. States would be able to use up to \$23,120,000 for any safety activity authorized under title 23, of which up to \$5,000,000 is reserved for media campaigns.

NHTSA will also promote State adoption and implementation of effective graduated driver licensing laws, which require novice drivers to comply with a 2-stage licensing process and outlines minimum standards a State graduated licensing program must implement to receive grant funds.

The grant program will also support discretionary research on in-vehicle technologies that prevent alcohol-impaired driving.

NHTSA also strengthens its major highway safety grant programs that support the following efforts:

State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage.

Programs to reduce deaths and injuries of children and adults from riding unrestrained or improperly restrained in motor vehicles including the enforcement of laws or requirements regarding the use of safety belts and child restraints in passenger motor vehicles.

Adoption and implementation of effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for National, State, and local highway and traffic safety programs.

Adoption and implementation of effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

Reduction of the number of single and multi-vehicle crashes involving motorcyclists through motorcyclist safety training and motorcyclist awareness programs, including improvements to training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

MAP-21 also requires the implementation of high-visibility traffic safety law enforcement campaigns to achieve one or both of the following objectives: (1) reduce alcohol-impaired or drug-impaired operation of motor vehicles; and/or (2) increase the use of safety belts by occupants of motor vehicles.

Object Classification (in millions of dollars)

Identification code 69–8020–0–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	9	10	11
12.1 Civilian personnel benefits	2	2	3
23.3 Communications, utilities, and miscellaneous charges	1		
25.2 Other services from non-Federal sources	42	42	41
41.0 Grants, subsidies, and contributions	448	262	507
99.9 Total new obligations	502	316	562

Employment Summary

Identification code 69–8020–0–7–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	87	88	95

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SEC. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

SEC. 141. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

[In millions of dollars]

	2012 Enacted	2013 Estimate	2014 Estimate
Budget Authority:			
Safety and Operations	179	180	185
Railroad Safety Technology Program	0	0	0
Railroad Research and Development	35	35	35
Grants to Amtrak	0	118	0
Current Passenger Rail Service (CA) (TF) (M)	0	0	2,700
Research, Development, and Technology (CA) (TF) (M)	0	0	55
Rail Service Improvement Program (CA) (TF) (M)	0	0	3,660
Rail Line Relocation	0	0	0
Intercity Passenger Rail Grant Program	0	0	0
Capital and Debt Service Grants to Amtrak (Rebased) (M)	952	958	0
Operating Subsidy Grants to Amtrak (Rebased) (M)	466	469	0
Capital Grants to Amtrak (Recovery Act)	0	0	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants	0	0	0
Northeast Corridor Improvement Program	0	0	0
Railroad Rehabilitation and Repair Program	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Railroad Rehabilitation and Improvement Program (M)	17	33	0
Next Generation High Speed Rail	0	0	0
Total Budget Authority-Discretionary	214	333	220
Total Budget Authority-Mandatory	1,435	1,460	6,415
Total Budget Authority-Net	1,649	1,793	6,635

Outlays:			
Safety and Operations	257	243	185
Railroad Safety Technology Program	17	13	12
Railroad Research and Development	41	36	37
Current Passenger Rail Service (CA) (TF) (M)	0	0	1,555
Research, Development, and Technology (CA) (TF) (M)	0	0	7
Rail Service Improvement Program (CA) (TF) (M)	0	0	225
Rail Line Relocation	12	20	20
Intercity Passenger Rail Grant Program	8	13	20
Capital and Debt Service Grants to Amtrak (Rebased) (M)	951	992	0
Operating Subsidy Grants to Amtrak (Rebased) (M)	466	469	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants	513	1,097	2,256
Grants to Amtrak	1	89	30
Grants to Amtrak (ARRA)	3	2	0
Northeast Corridor Improvement Program	0	1	1
Railroad Rehabilitation and Repair Program	4	5	0
Pennsylvania Station Redevelopment Project	4	13	13

Railroad Rehabilitation and Improvement Program (M)	17	33	0
Next Generation High-Speed Rail	1	3	3
Total Outlays-Discretionary	861	1,535	2,577
Total Outlays-Mandatory	1,434	1,494	1,787
Total Outlays-Net	2,295	3,029	4,364

4033 Non-Federal sources	-2	-4	-4
4040 Offsets against gross budget authority and outlays (total)	-3	-5	-5
4070 Budget authority, net (discretionary)	179	180	185
4080 Outlays, net (discretionary)	257	243	185
4180 Budget authority, net (total)	179	180	185
4190 Outlays, net (total)	257	243	185

Federal Funds

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$184,500,000, of which \$12,400,000 shall remain available until expended .

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–0700–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Salaries and expenses	173	191	188
0006 Alaska railroad liabilities	2	2	2
0100 Total direct program	175	193	190
0799 Total direct obligations	175	193	190
0801 Reimbursable services	3	3	3
0900 Total new obligations	175	196	193
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	17	7
1021 Recoveries of prior year unpaid obligations	6	1	1
1050 Unobligated balance (total)	11	18	8
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	179	180	185
1160 Appropriation, discretionary (total)	179	180	185
Spending authority from offsetting collections, discretionary:			
1700 Collected	3	5	5
1750 Spending auth from offsetting collections, disc (total)	3	5	5
1900 Budget authority (total)	182	185	190
1930 Total budgetary resources available	193	203	198
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1	.....	.....
1941 Unexpired unobligated balance, end of year	17	7	5

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	222	139	86
3010 Obligations incurred, unexpired accounts	175	196	193
3011 Obligations incurred, expired accounts	7	.....	.....
3020 Outlays (gross)	-260	-248	-190
3031 Unpaid obligations transferred from other accts [70–0560]	10	.....	.....
3040 Recoveries of prior year unpaid obligations, unexpired	-6	-1	-1
3041 Recoveries of prior year unpaid obligations, expired	-9	.....	.....
3050 Unpaid obligations, end of year	139	86	88
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	222	139	86
3200 Obligated balance, end of year	139	86	88

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	182	185	190
Outlays, gross:			
4010 Outlays from new discretionary authority	149	137	141
4011 Outlays from discretionary balances	111	111	49
4020 Outlays, gross (total)	260	248	190
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1	-1	-1

Funds requested in the Safety and Operations account support the Federal Railroad Administration's (FRA) personnel and administrative expenses, the cost of rail safety inspectors, and other safety-related program activities including contracts.

Object Classification (in millions of dollars)

Identification code 69–0700–0–1–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	83	87	88
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	3	2
11.9 Total personnel compensation	85	91	91
12.1 Civilian personnel benefits	27	28	29
21.0 Travel and transportation of persons	9	11	11
23.1 Rental payments to GSA	6	7	7
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.1 Advisory and assistance services	2	10	10
25.2 Other services from non-Federal sources	3	3	2
25.3 Other goods and services from Federal sources	30	31	28
25.4 Operation and maintenance of facilities	1	1	1
25.7 Operation and maintenance of equipment	4	5	5
31.0 Equipment	2	2	1
41.0 Grants, subsidies, and contributions	1	1	2
42.0 Insurance claims and indemnities	1	1	1
99.0 Direct obligations	173	193	190
99.0 Reimbursable obligations	3	3	3
25.2 Allocation Account - reimbursable: Other services from non-Federal sources	2	.....	.....
99.9 Total new obligations	175	196	193

Employment Summary

Identification code 69–0700–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	859	859	882

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$35,250,000, to remain available until expended.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–0745–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Railroad system issues	3	3	4
0002 Human factors	3	4	4
0003 Rolling stock and components	2	4	3
0004 Track and structures	4	6	5
0005 Track and train interaction	4	4	3
0006 Train control	10	8	6
0007 Grade crossings	5	3	2
0008 Hazardous materials transportation	1	2	1
0009 Train occupant protection	5	4	4
0010 R&D facilities and test equipment	3	3	3
0100 Total direct program	40	41	35
0799 Total direct obligations	40	41	35
0801 Reimbursable program activity	1	1	1

RAILROAD RESEARCH AND DEVELOPMENT—Continued
Program and Financing—Continued

Identification code 69-0745-0-1-401		2012 actual	2013 CR	2014 est.
0900	Total new obligations	41	42	36
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	14	12	6
1021	Recoveries of prior year unpaid obligations	3		
1050	Unobligated balance (total)	17	12	6
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	35	35	35
1160	Appropriation, discretionary (total)	35	35	35
Spending authority from offsetting collections, discretionary:				
1700	Collected	1	1	1
1750	Spending auth from offsetting collections, disc (total)	1	1	1
1900	Budget authority (total)	36	36	36
1930	Total budgetary resources available	53	48	42
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	12	6	6
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	51	47	52
3010	Obligations incurred, unexpired accounts	41	42	36
3020	Outlays (gross)	-42	-37	-38
3040	Recoveries of prior year unpaid obligations, unexpired	-3		
3050	Unpaid obligations, end of year	47	52	50
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3090	Uncollected pymts, Fed sources, end of year	-1	-1	-1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	50	46	51
3200	Obligated balance, end of year	46	51	49
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	36	36	36
Outlays, gross:				
4010	Outlays from new discretionary authority	15	6	6
4011	Outlays from discretionary balances	27	31	32
4020	Outlays, gross (total)	42	37	38
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-1	-1	-1
4180	Budget authority, net (total)	35	35	35
4190	Outlays, net (total)	41	36	37

Funding requested in the Railroad Research and Development Program provides science and technology support for Federal Railroad Administration's rail safety rulemaking and enforcement efforts. In addition to improving safety, the program makes significant contributions towards the Department of Transportation's (DOT) state of good repair, economic competitiveness, and environmental sustainability goals. The program focuses on the following areas of research:

Track and Structures Research.—To reduce derailments due to track related causes.

Rolling Stock Research.—To reduce derailments caused by equipment failures and to reduce consequences of derailments should they occur.

Train Control and Communications Research.—To reduce train collisions by facilitating the implementation of Positive Train Control and to reduce highway-rail grade crossing and trespass accidents.

Human Factors Research.—To reduce accidents caused by human error.

Railroad System Issues.—Studies include the prioritization of research and development (R&D) projects and addressing DOT goals other than safety.

Rail Cooperative Research Program.—To engage railroads, States, technology providers, and university researchers in the R&D program.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401		2012 actual	2013 CR	2014 est.
Direct obligations:				
25.3	Other goods and services from Federal sources	7	8	3
25.4	Operation and maintenance of facilities	2	2	4
25.5	Research and development contracts	27	27	27
41.0	Grants, subsidies, and contributions	4	4	1
99.0	Direct obligations	40	41	35
99.0	Reimbursable obligations	1	1	1
99.9	Total new obligations	41	42	36

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401		2012 actual	2013 CR	2014 est.
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	55	51	38
3020	Outlays (gross)	-4	-13	-13
3050	Unpaid obligations, end of year	51	38	25
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	55	51	38
3200	Obligated balance, end of year	51	38	25
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	4	13	13
4190	Outlays, net (total)	4	13	13

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, FRA received an advance appropriation of \$20 million for 2001, 2002, and 2003. In 2001, the Congress specified that the \$20 million advance appropriation for the Farley Building be used exclusively for fire and life safety initiatives. No new funds are requested for this program in 2014.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0004	Amtrak Asset Valuation	1		
0005	System Eng / Program Mgmt		1	
0006	Operating Grant Sandy Recovery		32	
0007	Capital And Debt Grant Sandy Mitigation		86	
0900	Total new obligations	1	119	
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	2	1	
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation		118	
1160	Appropriation, discretionary (total)		118	
1930	Total budgetary resources available	2	119	

Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	1		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	5	2	30
3010	Obligations incurred, unexpired accounts	1	119	
3020	Outlays (gross)	-4	-91	-30
3050	Unpaid obligations, end of year	2	30	
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	5	2	30
3200	Obligated balance, end of year	2	30	
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross		118	
Outlays, gross:				
4010	Outlays from new discretionary authority		89	
4011	Outlays from discretionary balances	4	2	30
4020	Outlays, gross (total)	4	91	30
4180	Budget authority, net (total)		118	
4190	Outlays, net (total)	4	91	30

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for-profit corporation with all Board members appointed by the President, with the advice and consent of the Senate. Amtrak is not an agency or instrument of the U.S. Government, though since the railroad's creation FRA has provided it annual grants for operating and capital costs.

Prior to 2006, FRA received annual appropriations in this account for grants to Amtrak. Since that time, FRA has received individual appropriations for capital, operating, and efficiency incentive grants.

In addition, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$1.3 billion to Amtrak for capital grants, of which \$450 million was for capital security grants and \$850 million was for improving infrastructure.

FRA received \$118 million in this account from the Disaster Relief Appropriations Act of FY 2013 (PL 113-2) to fund Amtrak's recovery from Superstorm Sandy, including \$32 million for repair work and \$86 million for disaster mitigation projects.

Object Classification (in millions of dollars)

Identification code 69-0704-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.3 Other goods and services from Federal sources	1	1	
41.0 Grants, subsidies, and contributions		118	
99.9 Total new obligations	1	119	

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0121-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Operating subsidy grants	466	469	
0900 Total new obligations (object class 41.0)	466	469	

Budgetary Resources:				
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	466	469	
1160	Appropriation, discretionary (total)	466	469	
1930	Total budgetary resources available	466	469	
Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	466	469	
3020	Outlays (gross)	-466	-469	
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	466	469	
Outlays, gross:				
4010	Outlays from new discretionary authority	466	469	
4180	Budget authority, net (total)	466	469	
4190	Outlays, net (total)	466	469	

Summary of Budget Authority and Outlays (in millions of dollars)

	2012 actual	2013 CR	2014 est.
Enacted/requested:			
Budget Authority	466	469	
Outlays	466	469	
Amounts included in the adjusted baseline:			
Budget Authority			478
Outlays			478
Legislative proposal, subject to PAYGO:			
Budget Authority			-478
Outlays			-478
Total:			
Budget Authority	466	469	
Outlays	466	469	

Under the Administration's rail authorization proposal, FRA will support the National Railroad Passenger Corporation (Amtrak) operations through the Current Passenger Rail Service program of the new National High Performance Rail System, funded within the Rail Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0121-7-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-469	
1160	Appropriation, discretionary (total)	-469	
Appropriations, mandatory:			
1200	Appropriation	469	478
1260	Appropriations, mandatory (total)	469	478
1900	Budget authority (total)		478
1930	Total budgetary resources available		478
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		478
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		-478
3050	Unpaid obligations, end of year		-478
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		-478

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-469	
Outlays, gross:			
4010	Outlays from new discretionary authority	-469	
Mandatory:			
4090	Budget authority, gross	469	478

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION—Continued

Program and Financing—Continued

Identification code 69-0121-7-1-401	2012 actual	2013 CR	2014 est.
Outlays, gross:			
4100 Outlays from new mandatory authority		469	478
4180 Budget authority, net (total)			478
4190 Outlays, net (total)			478

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. This schedule reclassifies 2013 estimated and baseline budget authority and outlays as mandatory, for comparability purposes, in order to calculate the spending increase above the baseline subject to PAYGO.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0121-9-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-466		
1160 Appropriation, discretionary (total)	-466		
Appropriations, mandatory:			
1200 Appropriation	466		
1260 Appropriations, mandatory (total)	466		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-466		
Outlays, gross:			
4010 Outlays from new discretionary authority	-466		
Mandatory:			
4090 Budget authority, gross	466		
Outlays, gross:			
4100 Outlays from new mandatory authority	466		

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. This schedule reclassifies 2012 enacted budget authority and outlays as mandatory, for comparability purposes.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0121-4-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-478
1260 Appropriations, mandatory (total)			-478
1900 Budget authority (total)			-478
1930 Total budgetary resources available			-478
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-478
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			478
3050 Unpaid obligations, end of year			478

3200	Memorandum (non-add) entries:		
	Obligated balance, end of year		478

Budget authority and outlays, net:

4090	Mandatory:		
	Budget authority, gross		-478
	Outlays, gross:		
4100	Outlays from new mandatory authority		-478
4180	Budget authority, net (total)		-478
4190	Outlays, net (total)		-478

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION

Program and Financing (in millions of dollars)

Identification code 69-0125-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 General Capital Improvements	622	625	
0002 Debt Service Grants	271	273	
0005 Contract Oversight	1	19	
0006 Northeast Corridor Operations and Improvement Program	9	10	
0007 American Disability Act (ADA)	50	50	
0799 Total direct obligations	953	977	
0881 Early Buy Outs (EBO)	310	59	
0889 Reimbursable program activities, subtotal	310	59	
0900 Total new obligations	1,263	1,036	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	19	
1001 Discretionary unobligated balance brought fwd, Oct 1	20	19	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	952	958	
1160 Appropriation, discretionary (total)	952	958	
Spending authority from offsetting collections, mandatory:			
1800 Collected	308	59	
1801 Change in uncollected payments, Federal sources	2		
1850 Spending auth from offsetting collections, mand (total)	310	59	
1900 Budget authority (total)	1,262	1,017	
1930 Total budgetary resources available	1,282	1,036	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	19		

Change in obligated balance:

3000	Unpaid obligations:		
	Unpaid obligations, brought forward, Oct 1	11	15
3010	Obligations incurred, unexpired accounts	1,263	1,036
3020	Outlays (gross)	-1,259	-1,051
3050	Unpaid obligations, end of year	15	
3060	Uncollected payments:		
	Uncollected pymts, Fed sources, brought forward, Oct 1		-2
3070	Change in uncollected pymts, Fed sources, unexpired	-2	
3071	Change in uncollected pymts, Fed sources, expired		2
3090	Uncollected pymts, Fed sources, end of year	-2	
3100	Memorandum (non-add) entries:		
	Obligated balance, start of year	11	13
3200	Obligated balance, end of year	13	

Budget authority and outlays, net:

4000	Discretionary:		
	Budget authority, gross	952	958
	Outlays, gross:		
4010	Outlays from new discretionary authority	941	958
4011	Outlays from discretionary balances	10	34
4020	Outlays, gross (total)	951	992

Mandatory:				
4090	Budget authority, gross	310	59	.....
Outlays, gross:				
4100	Outlays from new mandatory authority	308	59	.....
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4120	Federal sources	-308	-59	.....
Additional offsets against gross budget authority only:				
4140	Change in uncollected pymts, Fed sources, unexpired	-2		.....
4180	Budget authority, net (total)	952	958	.....
4190	Outlays, net (total)	951	992	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2012 actual	2013 CR	2014 est.
Enacted/requested:			
Budget Authority	952	958	.....
Outlays	951	992	.....
Amounts included in the adjusted baseline:			
Budget Authority			976
Outlays			976
Legislative proposal, subject to PAYGO:			
Budget Authority			-976
Outlays			-976
Total:			
Budget Authority	952	958	.....
Outlays	951	992	.....

Under the Administration's rail authorization proposal, FRA will support capital and debt service activities of the National Railroad Passenger Corporation (Amtrak) through the Current Passenger Rail Service program of the new National High Performance Rail System, funded within the Rail account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0125-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.3 Other goods and services from Federal sources		1	.....
41.0 Grants, subsidies, and contributions	953	976	.....
99.0 Direct obligations	953	977	.....
41.0 Allocation Account - reimbursable: Grants, subsidies, and contributions	310	59	.....
99.9 Total new obligations	1,263	1,036	.....

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0125-7-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-958	.....
1160 Appropriation, discretionary (total)		-958	.....
Appropriations, mandatory:			
1200 Appropriation		958	976
1260 Appropriations, mandatory (total)		958	976
1900 Budget authority (total)			976
1930 Total budgetary resources available			976
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			976
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-976
3050 Unpaid obligations, end of year			-976
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-976

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		-958	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		-958	.....
4011 Outlays from discretionary balances		-34	.....
4020 Outlays, gross (total)		-992	.....
Mandatory:			
4090 Budget authority, gross		958	976
Outlays, gross:			
4100 Outlays from new mandatory authority		958	976
4101 Outlays from mandatory balances		34	.....
4110 Outlays, gross (total)		992	976
4180 Budget authority, net (total)			976
4190 Outlays, net (total)			976

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. This schedule reclassifies 2013 estimated and baseline budget authority and outlays as mandatory, for comparability purposes, in order to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0125-9-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-952		.....
1160 Appropriation, discretionary (total)	-952		.....
Appropriations, mandatory:			
1200 Appropriation	952		.....
1260 Appropriations, mandatory (total)	952		.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-952		.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-941		.....
4011 Outlays from discretionary balances	-10		.....
4020 Outlays, gross (total)	-951		.....
Mandatory:			
4090 Budget authority, gross	952		.....
Outlays, gross:			
4100 Outlays from new mandatory authority	941		.....
4101 Outlays from mandatory balances	10		.....
4110 Outlays, gross (total)	951		.....

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. This schedule reclassifies 2012 enacted budget authority and outlays as mandatory, for comparability purposes.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0125-4-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-976
1260 Appropriations, mandatory (total)			-976
1930 Total budgetary resources available			-976

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued
Program and Financing—Continued

Identification code 69-0125-4-1-401	2012 actual	2013 CR	2014 est.
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-976
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			976
3050 Unpaid obligations, end of year			976
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			976
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-976
Outlays, gross:			
4100 Outlays from new mandatory authority			-976
4180 Budget authority, net (total)			-976
4190 Outlays, net (total)			-976

The Administration proposes to move this General Fund account into the Transportation Trust Fund, and finance intercity passenger rail programs with mandatory resources. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Emergency Railroad Rehabilitation and Repair	3	1	
0900 Total new obligations (object class 41.0)	3	1	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	1	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	4	1	
1930 Total budgetary resources available	4	1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	4	
3010 Obligations incurred, unexpired accounts	3	1	
3020 Outlays (gross)	-4	-5	
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	4		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	4	
3200 Obligated balance, end of year	4		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	5	
4190 Outlays, net (total)	4	5	

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and

Emergency Assistance Act of 1974. No new funding is requested in fiscal year 2014 for this program.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0715-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Intercity passenger rail grants	17	20	
0900 Total new obligations (object class 41.0)	17	20	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	34	20	
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	37	20	
1930 Total budgetary resources available	37	20	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	66	72	79
3010 Obligations incurred, unexpired accounts	17	20	
3020 Outlays (gross)	-8	-13	-20
3040 Recoveries of prior year unpaid obligations, unexpired	-3		
3050 Unpaid obligations, end of year	72	79	59
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	66	72	79
3200 Obligated balance, end of year	72	79	59
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	8	13	20
4190 Outlays, net (total)	8	13	20

This competitive grant program encourages state participation in its passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States must include intercity passenger rail service as an integral part of statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project must be on the Statewide Transportation Improvement Plan at the time of application.

No new funds are requested for this program in 2014.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

Program and Financing (in millions of dollars)

Identification code 69-0719-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Capital Assistance High-Speed Rail (ARRA) Grants	214		
0002 Capital Assistance High-Speed Rail (ARRA) Oversight	51		
0003 Capital Assistance High-Speed Rail Corridors and IPR Service Grants	1,658	75	
0004 Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	7	8	5
0005 Capital Assistance High-Speed Rail Corridors and IPR Service Research and Demonstrating Technologies	7	6	
0006 Capital Assistance High-Speed Rail Corridors and IPR Service Planning Activities	23	8	
0900 Total new obligations	1,960	97	5

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	2,000	119	22
1021	Recoveries of prior year unpaid obligations	79		
1050	Unobligated balance (total)	2,079	119	22
1930	Total budgetary resources available	2,079	119	22
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	119	22	17
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	7,777	9,145	8,145
3010	Obligations incurred, unexpired accounts	1,960	97	5
3020	Outlays (gross)	-513	-1,097	-2,256
3040	Recoveries of prior year unpaid obligations, unexpired	-79		
3050	Unpaid obligations, end of year	9,145	8,145	5,894
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	7,777	9,145	8,145
3200	Obligated balance, end of year	9,145	8,145	5,894
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	513	1,097	2,256
4190	Outlays, net (total)	513	1,097	2,256

Through this program, FRA provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the \$8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional \$2.1 billion provided in subsequent enacted appropriations. No funds are requested in this account for 2014, as the Administration is proposing to include passenger rail (including high speed rail) within a multi-year rail authorization proposal. As part of that proposal, a new National High Performance Rail System program would be created, funded out a dedicated Rail Account of the Transportation Trust Fund. Activities currently carried out in this account would be continued in 2014 within a new Rail Service Improvement Program account.

Object Classification (in millions of dollars)

Identification code 69-0719-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.3	Personnel compensation: Other than full-time permanent	1	1
25.1	Advisory and assistance services	7	4
25.3	Other goods and services from Federal sources	6	
41.0	Grants, subsidies, and contributions	1,886	83
99.9	Total new obligations	1,960	97

Employment Summary

Identification code 69-0719-0-1-401	2012 actual	2013 CR	2014 est.
1001	Direct civilian full-time equivalent employment	1	5
			7

NEXT GENERATION HIGH-SPEED RAIL**Program and Financing** (in millions of dollars)

Identification code 69-0722-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0003	Grade crossing hazard mitigation/low-cost innovative technologies	1	5
0005	Corridor planning	2	2
0900	Total new obligations	3	7

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	9	9	2
1021	Recoveries of prior year unpaid obligations	3		
1050	Unobligated balance (total)	12	9	2
1930	Total budgetary resources available	12	9	2
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	9	2	2
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	7	6	10
3010	Obligations incurred, unexpired accounts	3	7	
3020	Outlays (gross)	-1	-3	-3
3040	Recoveries of prior year unpaid obligations, unexpired	-3		
3050	Unpaid obligations, end of year	6	10	7
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	7	6	10
3200	Obligated balance, end of year	6	10	7
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	1	3	3
4190	Outlays, net (total)	1	3	3

The Next Generation High-Speed Rail Program funds: research, development, and technology demonstration programs and the planning and analysis required to evaluate high speed rail technology proposals. No new funds are requested for this program in 2014.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.5	Research and development contracts	1	5
41.0	Grants, subsidies, and contributions	2	2
99.9	Total new obligations	3	7

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001	Northeast Corridor Improvement Program	2	
0900	Total new obligations (object class 41.0)	2	
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	6	6
1930	Total budgetary resources available	6	6
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	6	4
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		1
3010	Obligations incurred, unexpired accounts	2	
3020	Outlays (gross)	-1	-1
3050	Unpaid obligations, end of year	1	
Memorandum (non-add) entries:			
3100	Obligated balance, start of year		1
3200	Obligated balance, end of year	1	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM—Continued
Program and Financing—Continued

Identification code 69-0123-0-1-401	2012 actual	2013 CR	2014 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		1	1
4190 Outlays, net (total)		1	1

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, District of Columbia and Boston, Massachusetts. Since 2001, capital funding has been provided in the National Railroad Passenger Corporation (Amtrak) appropriation. Under the Administration's rail transportation reauthorization proposal, Federal resources for capital improvements to the Northeast Corridor will be an eligible activity under the new National High Performance Rail System, funded within the Rail Account of the Transportation Trust Fund.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0716-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Rail line relocation	13	38	.....
0900 Total new obligations (object class 41.0)	13	38	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	51	38	.....
1930 Total budgetary resources available	51	38	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	38	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	34	35	53
3010 Obligations incurred, unexpired accounts	13	38	.....
3020 Outlays (gross)	-12	-20	-20
3050 Unpaid obligations, end of year	35	53	33
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	34	35	53
3200 Obligated balance, end of year	35	53	33
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	12	20	20
4190 Outlays, net (total)	12	20	20

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. No new funds are requested for this program in 2014.

RAILROAD SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0701-0-1-401	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	42	25	12
3020 Outlays (gross)	-17	-13	-12
3050 Unpaid obligations, end of year	25	12	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	42	25	12
3200 Obligated balance, end of year	25	12	.....

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	17	13	12
4190 Outlays, net (total)	17	13	12

The Railroad Safety Technology Program is a competitive grant program for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies that improve the safety of railroad systems.

FRA gives priority to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency.

No new funds are requested in this account for fiscal year 2014.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue direct loans and loan guarantees pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, such authority to exist as long as any such direct loan or loan guarantee is outstanding: Provided, That, pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2014.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy		12	.....
0706 Interest on reestimates of direct loan subsidy	17	21	.....
0900 Total new obligations (object class 43.0)	17	33	.....
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	17	33	.....
1260 Appropriations, mandatory (total)	17	33	.....
1930 Total budgetary resources available	17	33	.....
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	17	33	.....
3020 Outlays (gross)	-17	-33	.....
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	17	33	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	17	33	.....
4180 Budget authority, net (total)	17	33	.....
4190 Outlays, net (total)	17	33	.....

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0750-0-1-401	2012 actual	2013 CR	2014 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans	139	600	600
115999 Total direct loan levels	139	600	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans	-2.12	0.00	0.00
132999 Weighted average subsidy rate	-2.12	0.00	0.00
Direct loan subsidy budget authority:			
133001 Railroad Rehabilitation and Improvement Financing Direct Loans	-3		
133999 Total subsidy budget authority	-3		
Direct loan subsidy outlays:			
134001 Railroad Rehabilitation and Improvement Financing Direct Loans	-3		
134999 Total subsidy outlays	-3		
Direct loan upward reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	17	33	
135999 Total upward reestimate budget authority	17	33	
Direct loan downward reestimates:			
137001 Railroad Rehabilitation and Improvement Financing Direct Loans	-16	-20	
137999 Total downward reestimate budget authority	-16	-20	
Guaranteed loan levels supportable by subsidy budget authority:			
215002 Railroad Rehabilitation and Improvement Financing Guarantees		100	100
215999 Total loan guarantee levels		100	100
Guaranteed loan subsidy (in percent):			
232002 Railroad Rehabilitation and Improvement Financing Guarantees		0.00	0.00
232999 Weighted average subsidy rate		0.00	0.00

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow FRA to issue direct loan and loan guarantees up to \$35,000,000,000, and it required that no less than \$7,000,000,000 be reserved for projects primarily benefiting freight railroads other than class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities.

The program does not require a subsidy appropriation to make loans since borrowers contribute the subsidy amount in the form of a credit risk premium.

RRIF GUARANTEED LOAN FINANCING ACCOUNT**Program and Financing** (in millions of dollars)

Identification code 69-4288-0-3-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			3
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (credit risk premium)		3	3
1850 Spending auth from offsetting collections, mand (total)		3	3
1930 Total budgetary resources available		3	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		3	6

Financing authority and disbursements, net:

Mandatory:			
4090 Financing authority, gross	3		3
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-3		-3
4190 Financing disbursements, net (total)	-3		-3

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4288-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on commitments:			
2131 Guaranteed loan commitments exempt from limitation		100	100
2150 Total guaranteed loan commitments		100	100
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			95
2231 Disbursements of new guaranteed loans		100	100
2251 Repayments and prepayments		-5	-5
2290 Outstanding, end of year		95	190
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year		95	190

As required by the Federal Credit Reform Act of 1990, as amended, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees committed in 1992 and beyond (including modifications of loan guarantees that resulted from commitments in any year). The amounts in this account are a means of financing and are not included in the budget totals.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT**Program and Financing** (in millions of dollars)

Identification code 69-4420-0-3-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	139	600	600
0713 Payment of interest to Treasury	32	38	38
0740 Negative subsidy obligations	3		
0742 Downward reestimate paid to receipt account	16	19	
0743 Interest on downward reestimates		1	
0900 Total new obligations	190	658	638
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	17	5	21
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	143	600	600
1440 Borrowing authority, mandatory (total)	143	600	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	7	3	3
1800 Offsetting collections (principal-borrowers)	81	60	60
1800 Offsetting collections (upward reestimate)	17	33	
1800 Offsetting collections (interest-borrowers)	19	27	27
1800 Collected	14	9	10
1825 Spending authority from offsetting collections applied to repay debt	-103	-58	-58
1850 Spending auth from offsetting collections, mand (total)	35	74	42
1900 Financing authority (total)	178	674	642
1930 Total budgetary resources available	195	679	663
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	21	25
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	659	512	534
3010 Obligations incurred, unexpired accounts	190	658	638

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING
ACCOUNT—Continued
Program and Financing—Continued

Identification code 69-4420-0-3-401	2012 actual	2013 CR	2014 est.
3020 Financing disbursements (gross)	-337	-636	-636
3050 Unpaid obligations, end of year	512	534	536
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	659	512	534
3200 Obligated balance, end of year	512	534	536
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	178	674	642
Financing disbursements:			
4110 Financing disbursements, gross	337	636	636
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-17	-33	.....
4122 Interest on uninvested funds	-7	-3	-3
4123 Credit Risk Premium	-14	-9	-10
4123 Principal Repayment	-81	-60	-60
4123 Interest Repayment	-19	-27	-27
4130 Offsets against gross financing auth and disbursements (total)	-138	-132	-100
4160 Financing authority, net (mandatory)	40	542	542
4170 Financing disbursements, net (mandatory)	199	504	536
4180 Financing authority, net (total)	40	542	542
4190 Financing disbursements, net (total)	199	504	536

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	139	600	600
1150 Total direct loan obligations	139	600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	505	710	1,106
1231 Disbursements: Direct loan disbursements	286	457	515
1251 Repayments: Repayments and prepayments	-81	-60	-60
1263 Write-offs for default: Direct loans .....	.....	-1	-1
1290 Outstanding, end of year	710	1,106	1,560

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4420-0-3-401	2011 actual	2012 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:		
Direct loans receivable, gross	505	710
1999 Total assets	505	710
LIABILITIES:		
2105 Federal liabilities: Other	505	710
4999 Total liabilities and net position	505	710

Trust Funds

NATIONAL HIGH PERFORMANCE RAIL SYSTEM
(Legislative proposal, not subject to PAYGO)

CURRENT PASSENGER RAIL SERVICE

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Funds available for the Current Passenger Rail Service Program authorized under title 49, United States Code, shall not exceed total obligations

of \$2,700,000,000: Provided, That within the \$2,700,000,000 obligation limitation for the Current Passenger Rail Service Program, not more than \$675,000,000 shall be for the Northeast Corridor; \$300,000,000 shall be for State Corridors; \$800,000,000 shall be for Long-Distance Routes; and \$925,000,000 shall be for National Assets: Provided further, That the Secretary may retain up to one-half of one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

CURRENT PASSENGER RAIL SERVICE

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

\$2,700,000,000 to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Current Passenger Rail Service Program authorized under title 49, United States Code.

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8320-4-7-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Northeast Corridor	675
0002 State Corridors	300
0003 Long-Distance Routes	800
0004 National Assets	925
0900 Total new obligations	2,700

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund) .....	.....	.....	2,700
1137 Appropriations applied to liquidate contract authority .....	.....	.....	-2,700
Contract authority, mandatory:			
1600 Contract authority .....	.....	.....	2,700
1640 Contract authority, mandatory (total) .....	.....	.....	2,700
1900 Budget authority (total) .....	.....	.....	2,700
1930 Total budgetary resources available .....	.....	.....	2,700

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts .....	.....	.....	2,700
3020 Outlays (gross) .....	.....	.....	-1,555
3050 Unpaid obligations, end of year .....	.....	.....	1,145
Memorandum (non-add) entries:			
3200 Obligated balance, end of year .....	.....	.....	1,145

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross .....	.....	.....	2,700
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	.....	1,555
4180 Budget authority, net (total) .....	.....	.....	2,700
4190 Outlays, net (total) .....	.....	.....	1,555

The Administration proposes to reauthorize FRA's passenger rail programs in FY 2014. Specifically, it proposes creating a new National High Performance Rail System Program including a Current Passenger Rail Service program that will be funded from the Rail Account of the Transportation Trust Fund. Through the Current Passenger Rail Service program account, FRA will make grants to ensure passenger rail assets are maintained to provide safe and reliable life-cycle service, as well as to continue operating long-distance train services. The 2014 budget request includes \$2.7 billion for this account, and over five years, the Administration proposes to invest \$13.2 billion. This account consists of four program areas:

Northeast Corridor.—To bring Northeast Corridor infrastructure and equipment into a state of good repair to enable future growth and service improvements.

State Corridors.—To facilitate efficient transition to full State financial control over State-supported corridors. This program area is transitional, and will be eliminated by the end of the 5-year period described in this budget proposal.

Long-Distance Routes.—To continue operations of the Nations important long-distance routes.

National Assets.—To improve efficiency of the Nations backbone rail facilities, implement positive train control (PTC) on Amtrak routes, and bring stations into compliance with requirements of the Americans with Disabilities Act (ADA).

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of a rail transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8320–4–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.1 Advisory and assistance services			13
41.0 Grants, subsidies, and contributions			2,687
99.9 Total new obligations			2,700

NATIONAL HIGH PERFORMANCE RAIL SYSTEM

(Legislative proposal, not subject to PAYGO)

RAILROAD RESEARCH, DEVELOPMENT, AND TECHNOLOGY

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Funds available for the Railroad Research, Development, and Technology Program authorized under title 49, United States Code, shall not exceed total obligations of \$54,750,000; Provided, that the Secretary may retain up to one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

RAILROAD RESEARCH, DEVELOPMENT, AND TECHNOLOGY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

\$54,750,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Railroad Research, Development, and Technology Program authorized under title 49, United States Code.

RAILROAD RESEARCH, DEVELOPMENT, AND TECHNOLOGY

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8633–4–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 High Performance Rail R&D			12
0002 National Cooperative Research Program			5
0003 Workforce Development			12
0004 Program Oversight			1
0900 Total new obligations			30

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			55
1137 Appropriations applied to liquidate contract authority			–55
Contract authority, mandatory:			
1600 Contract authority			55

1640 Contract authority, mandatory (total)	55
1900 Budget authority (total)	55
1930 Total budgetary resources available	55
Memorandum (non-add) entries:	
1941 Unexpired unobligated balance, end of year	25

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			30
3020 Outlays (gross)			–7
3050 Unpaid obligations, end of year			23
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			23

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			55
Outlays, gross:			
4100 Outlays from new mandatory authority			7
4180 Budget authority, net (total)			55
4190 Outlays, net (total)			7

The Administration proposes to reauthorize FRA's rail programs in FY 2014, including creating a new Railroad Research, Development, and Technology Program that will be funded from the Rail Account of the Transportation Trust Fund. The program provide science and technology support for the Federal Railroad Administration's high-speed efforts. In addition to improving safety, the program will make significant contributions towards the Department of Transportation's (DOT) state of good repair, economic competitiveness, and environmental sustainability goals. The program will be focused on the following areas of research:

High-Performance Rail Research and Development.—Focuses on advancing safe, state-of-the-art infrastructure and equipment to ensure that the United States is at the forefront of passenger rail technology.

National Cooperative Rail Research Program.—Focuses on developing the intellectual infrastructure needed to advance long-term effective rail policy, in conjunction with the National Academy of Sciences Transportation Research Board.

Rail-based University Transportation Center.—Provides basic and applied research into railroad safety and performance and educates the next generation of railroad professionals.

Buy America Support.—Focuses on advancing U.S. rail manufacturing through collaborative initiatives with the National Institute of Standards and Technologies Manufacturing Extension Partnership.

Technical Assistance and Training.—Develops and deploys training and technical assistance to build public and private institutional capacity and ensure successful rail project development and delivery.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8633–4–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.3 Other goods and services from Federal sources			2
25.5 Research and development contracts			16
41.0 Grants, subsidies, and contributions			12

RAILROAD RESEARCH, DEVELOPMENT, AND TECHNOLOGY—Continued
Object Classification—Continued

Identification code 69–8633–4–7–401	2012 actual	2013 CR	2014 est.
99.9 Total new obligations			30

NATIONAL HIGH PERFORMANCE RAIL SYSTEM
(Legislative proposal, not subject to PAYGO)
RAIL SERVICE IMPROVEMENT PROGRAM
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION TRUST FUND)

Funds available for the Rail Service Improvement Program authorized under title 49, United States Code, shall not exceed total obligations of \$3,660,000,000: Provided, That within the \$3,660,000,000 obligation limitation for the Rail Service Improvement Program, not more than \$3,250,000,000 shall be for Passenger Corridors; \$150,000,000 shall be for Congestion Mitigation (Freight and Passenger); \$190,000,000 shall be for Freight Capacity; and \$70,000,000 shall be for Planning: Provided further, That the Secretary may retain up to one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

RAIL SERVICE IMPROVEMENT PROGRAM
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(TRANSPORTATION TRUST FUND)

\$3,660,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Rail Service Improvement Program authorized under title 49, United States Code.

RAIL SERVICE IMPROVEMENT PROGRAM
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8310–4–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Passenger Corridors			1,000
0002 Congestion Mitigation			120
0003 Freight Capacity			150
0004 Planning			70
0005 Direct program activity			30
0900 Total new obligations			1,370

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			3,660
1137 Appropriations applied to liquidate contract authority			–3,660
Contract authority, mandatory:			
1600 Contract authority			3,660
1640 Contract authority, mandatory (total)			3,660
1900 Budget authority (total)			3,660
1930 Total budgetary resources available			3,660
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			2,290

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,370
3020 Outlays (gross)			–225
3050 Unpaid obligations, end of year			1,145
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,145

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			3,660
Outlays, gross:			
4100 Outlays from new mandatory authority			225

4180 Budget authority, net (total)			3,660
4190 Outlays, net (total)			225

The Administration proposes to reauthorize FRA's passenger rail programs in FY 2014. Specifically, it proposes creating a new National High Performance Rail System program, including a Rail Service Improvement Program that would be funded from a dedicated Rail Account of the Transportation Trust Fund. Through the Rail Service Improvement Program, FRA will make grants to States and local governments to develop infrastructure, stations, equipment, and capacity needed to initiate new passenger rail services and substantially upgrade existing corridors. The budget request includes \$3.66 billion for this account for 2014, and over five years, the Administration proposes to invest \$26.40 billion. This account consists of four program areas:

Passenger Corridors.—To build high Performance passenger rail corridors, through construction of new corridors or substantial improvements to existing corridors, and to implement positive train control systems on commuter railroads.

Congestion Mitigation.—To address major bottlenecks and congestion issues that reduce freight and passenger train reliability on shared-use infrastructure.

Freight Capacity.—To improve the competitiveness of the Nation's intermodal freight rail system by upgrading facilities and adding capacity.

Planning.—To develop comprehensive plans that will guide future investments in the Nation's passenger and freight rail systems.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of a rail transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8310–4–7–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.1 Advisory and assistance services			30
41.0 Grants, subsidies, and contributions			1,340
99.9 Total new obligations			1,370

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

SEC. 150. Hereafter, notwithstanding any other provision of law, funds provided in this Act for the National Railroad Passenger Corporation shall immediately cease to be available to said Corporation in the event that the Corporation contracts to have services provided at or from any location outside the United States. For purposes of this section, the word "services" shall mean any service that was, as of July 1, 2006, performed by a full-time or part-time Amtrak employee whose base of employment is located within the United States.

SEC. 151. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third-party liability for such damages, and any amounts collected under this section shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.

SEC. 152. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000

for any individual employee: Provided, That the president of Amtrak may waive the cap set in the previous proviso for specific employees when the president of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: Provided further, That Amtrak shall notify House and Senate Committees on Appropriations within 30 days of waiving such cap and delineate the reasons for such waiver.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators and other recipients to enhance public transportation across the United States. FTA programs fund the construction of new public transit systems, purchase and maintain transit vehicles and equipment, subsidize public transit operations, support regional transportation planning efforts, and improve technology and service methods critical to the delivery of public transportation services. In 2013, FTA's programs were significantly changed by passage of a new surface transportation authorization law - Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 provides new authority to strengthen public transportation safety. MAP-21 also provides a renewed focus on reinvesting in and modernizing transit assets to help bring transit systems throughout the country into a state of good repair.

FTA's budget proposal restructures agency programs and accounts in accordance with MAP-21. The Administration proposes \$10.9 billion for FTA in 2014. This proposal includes \$8.6 billion to support FTA's base formula programs that provide assistance to transit agencies in both urban and rural areas. The Administration also proposes \$1.98 billion in new budget authority for Capital Investment Grants, the impact of which will be maximized through FTAs newly-streamlined New Starts program under MAP-21. The Capital Investment Grant budget request also will support newly eligible projects to improve or restore the core capacity of existing fixed guideway systems.

The Administration's proposal demonstrates a strong commitment to effective implementation of MAP-21. This includes a focus on improving the state of good repair of bus and rail transit infrastructure, strengthening the safety oversight of public transportation operators, providing affordable access to employment centers and social services, and enhancing economic opportunities and quality of life for all Americans. The table below presents actual funding enacted for 2012, estimated 2013 funding based on a full year Continuing Resolution and the Emergency Supplemental for Hurricane Sandy Relief, and the requested 2014 funding under the MAP-21 account structure. Note that the 2014 Budget proposes renaming the Highway Trust Fund the Transportation Trust Fund. Additional detail is provided in the program budget schedules that follow.

[In millions of dollars]			
	2012 Actual	2013 Annualized CR	2014 Request
Budget Authority:			
Formula Grants (TF)	8361	8412	8595
Capital Investment Grants (GF)	1955	1967	1981
Capital Investment Grants Unobligated Balance Rescission	-59	-44	0
Transfers Out	-10	0	0
Research, Development, Demonstration, and Deployment (renamed) (GF)	44	44	30
Transit Cooperative Research (GF)	0	0	7
Technical Assistance and Standards Development (GF)	0	0	7
Human Resources and Training (GF)	0	0	5
Public Transportation Emergency Relief Program (GF) ^{1/}	0	10900	25
Transfers Out	0	-6	0
Washington Metropolitan Area Transit Authority	150	151	150
Administrative Expenses (GF)	99	99	110

Total Budget Authority	10540	21523	10910
Total Discretionary	2179	13111	2315
Total Mandatory	8361	8412	8595

Note: totals may not add due to rounding differences and do not include flex fund transfers with the Federal Highway Administration.

1/ In FY 2013, the Public Transportation Emergency Relief Program includes \$10.9 billion in supplemental relief following Hurricane Sandy.

Federal Funds

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the programs of the Federal Transit Administration authorized by chapter 53 of title 49, United States Code, \$109,888,000, to remain available until expended, of which not less than \$5,000,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0001	Administrative expenses	98	99	104
0002	Transit Safety Oversight			5
0003	Transit Asset Management			1
0900	Total new obligations	98	99	110
Budgetary Resources:				
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	99	99	110
1160	Appropriation, discretionary (total)	99	99	110
1930	Total budgetary resources available	99	99	110
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	-1		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	13	13	11
3010	Obligations incurred, unexpired accounts	98	99	110
3011	Obligations incurred, expired accounts	1		
3020	Outlays (gross)	-98	-101	-109
3041	Recoveries of prior year unpaid obligations, expired	-1		
3050	Unpaid obligations, end of year	13	11	12
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	13	13	11
3200	Obligated balance, end of year	13	11	12
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	99	99	110
Outlays, gross:				
4010	Outlays from new discretionary authority	87	89	99
4011	Outlays from discretionary balances	11	12	10
4020	Outlays, gross (total)	98	101	109
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4180	Budget authority, net (total)	99	99	110
4190	Outlays, net (total)	98	101	109

The Federal Transit Administration (FTA) is requesting a total of \$109.9 million for its Administrative Expenses account. These funds will provide financial resources for three distinct activities within the account: salaries, benefits and administrative expenses to carry out the Agency's stewardship of Federal funds, technical assistance to grantees during project development and program implementation, capital project oversight and grantee compliance;

FEDERAL TRANSIT ADMINISTRATION—Continued

the Office of Safety and Oversight for staffing and related activities associated with FTA transit safety oversight including setting policies and standards, and developing and administering a State Safety Oversight program funded through the Formula Grant account; and, Transit Asset Management to support asset management activities required under MAP-21, which include defining state of good repair, developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA's grantees.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	54	54	57
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	55	55	58
12.1 Civilian personnel benefits	15	15	16
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	7	7	8
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	12	12	14
25.3 Other goods and services from Federal sources	5	6	10
31.0 Equipment	1	1	1
99.9 Total new obligations	98	99	110

Employment Summary

Identification code 69-1120-0-1-401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	523	523	560

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2012 actual	2013 CR	2014 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	
3020 Outlays (gross)		-1	
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		1	
4190 Outlays, net (total)		1	

Activities have not been funded in the Research, Training and Human Resources account since 2006. This schedule shows the obligation and outlay of amounts made available in fiscal years prior to 2006.

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	15	15

1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	15	15	15
1930 Total budgetary resources available	15	15	15
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	15	15	15

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	21	15	8
3020 Outlays (gross)	-5	-7	-7
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	15	8	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	21	15	8
3200 Obligated balance, end of year	15	8	1

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	5	7	7
4190 Outlays, net (total)	5	7	7

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2006. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006. Under MAP-21, Urbanized Area formula grants may be used to support job access and reverse commute activities in fiscal year 2014.

INTERSTATE TRANSFER GRANTS-TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	3
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, \$150,000,000, to remain available until expended: Provided, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: Provided further, That prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: Provided further, That funds appropriated by this Act, or any other act, to carry out section 601 of Public Law 110-432 may be obligated and expended notwithstanding section 601(e)(1)(B) of such Act.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1128–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Washington Metropolitan Area Transit Authority	150	225	151
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	150	150	76
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	151	150
1160 Appropriation, discretionary (total)	150	151	150
1930 Total budgetary resources available	300	301	226
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	150	76	75
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	40	99	136
3010 Obligations incurred, unexpired accounts	150	225	151
3020 Outlays (gross)	–91	–188	–232
3050 Unpaid obligations, end of year	99	136	55
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	40	99	136
3200 Obligated balance, end of year	99	136	55
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	150	151	150
Outlays, gross:			
4010 Outlays from new discretionary authority		38	38
4011 Outlays from discretionary balances	91	150	194
4020 Outlays, gross (total)	91	188	232
4180 Budget authority, net (total)	150	151	150
4190 Outlays, net (total)	91	188	232

The Federal Rail Safety Improvements Act, 2008, (P.L. 110–432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

Object Classification (in millions of dollars)

Identification code 69–1128–0–1–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
25.2 Other services from non-Federal sources			1
41.0 Grants, subsidies, and contributions	150	225	150
99.9 Total new obligations	150	225	151

FORMULA GRANTS

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1129–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Urban formula - capital	25	8	6
0002 Elderly and Disabled	1	1	1
0003 Nonurban formula	1	1	1
0004 Other Programs		1	1

0799 Total direct obligations	27	11	9
0801 FEMA Reimbursable		4	
0809 Reimbursable program activities, subtotal		4	
0900 Total new obligations	27	15	9

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	90	86	80
1011 Unobligated balance transfer from other accts [69–9911]	1	7	
1021 Recoveries of prior year unpaid obligations	22	2	2
1050 Unobligated balance (total)	113	95	82
1930 Total budgetary resources available	113	95	82
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	86	80	73

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	597	431	220
3010 Obligations incurred, unexpired accounts	27	15	9
3020 Outlays (gross)	–171	–224	–144
3040 Recoveries of prior year unpaid obligations, unexpired	–22	–2	–2
3050 Unpaid obligations, end of year	431	220	83
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–14	–14	–14
3090 Uncollected pymts, Fed sources, end of year	–14	–14	–14
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	583	417	206
3200 Obligated balance, end of year	417	206	69

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	171	224	144
4190 Outlays, net (total)	171	224	144

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2014, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69–1129–0–1–401	2012 actual	2013 CR	2014 est.
41.0 Direct obligations: Grants, subsidies, and contributions	27	11	9
99.0 Reimbursable obligations		4	
99.9 Total new obligations	27	15	9

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS**Program and Financing** (in millions of dollars)

Identification code 69–1131–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Energy and Greenhouse Gas Reductions	51	13	1
0900 Total new obligations (object class 41.0)	51	13	1

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	65	14	1
1930 Total budgetary resources available	65	14	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14	1	

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	59	99	87
3010 Obligations incurred, unexpired accounts	51	13	1
3020 Outlays (gross)	–11	–25	–25
3050 Unpaid obligations, end of year	99	87	63

**GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS
REDUCTIONS—Continued
Program and Financing—Continued**

Identification code 69–1131–0–1–401	2012 actual	2013 CR	2014 est.
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	59	99	87
3200 Obligated balance, end of year	99	87	63
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	11	25	25
4190 Outlays, net (total)	11	25	25

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, the program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. Under MAP-21, projects for energy efficiency and greenhouse gas reduction can be funded with Urbanized Area Formula grants and Rural Area Formula grants in 2014.

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out 49 U.S.C. 5309, \$1,981,472,000, to remain available until expended.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1134–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Capital investment grants	2,334	2,141	2,674
0003 Lower Manhattan recovery FTA Direct P.L. 107–206	72	10	10
0004 Capital Investment Grants Recovery Act	1		
0799 Total direct obligations	2,407	2,151	2,684
0801 FEMA Reimbursable LMRO PL 107–206	617	2	2
0900 Total new obligations	3,024	2,153	2,686
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,377	1,318	1,107
1021 Recoveries of prior year unpaid obligations	60		
1050 Unobligated balance (total)	2,437	1,318	1,107
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,955	1,967	1,981
1120 Appropriations transferred to other accts [95–1200]	–5		
1120 Appropriations transferred to other accts [69–1750]	–5		
1131 Unobligated balance of appropriations permanently reduced	–59	–44	
1160 Appropriation, discretionary (total)	1,886	1,923	1,981
Spending authority from offsetting collections, discretionary:			
1700 Collected	19	19	14
1750 Spending auth from offsetting collections, disc (total)	19	19	14
1900 Budget authority (total)	1,905	1,942	1,995
1930 Total budgetary resources available	4,342	3,260	3,102
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,318	1,107	416
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,398	3,900	3,582
3010 Obligations incurred, unexpired accounts	3,024	2,153	2,686
3020 Outlays (gross)	–2,462	–2,471	–2,583

3040 Recoveries of prior year unpaid obligations, unexpired	–60		
3050 Unpaid obligations, end of year	3,900	3,582	3,685
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,398	3,900	3,582
3200 Obligated balance, end of year	3,900	3,582	3,685
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,905	1,942	1,995
Outlays, gross:			
4010 Outlays from new discretionary authority	511	562	577
4011 Outlays from discretionary balances	1,951	1,909	2,006
4020 Outlays, gross (total)	2,462	2,471	2,583
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	–19	–19	–14
4180 Budget authority, net (total)	1,886	1,923	1,981
4190 Outlays, net (total)	2,443	2,452	2,569

The Federal Transit Administration's (FTA) Capital Investment Grant (or New Starts) program is the Federal Government's primary source for capital investment in transit infrastructure projects that are planned, constructed and operated by State and local government entities. For 2014, the Budget requests a total of \$2.132 billion for transit New Starts projects, including \$1.981 billion in new budget authority and \$151 million in unobligated balances, for construction of new fixed guideway systems, extensions to existing fixed guideway systems, new corridor-based bus systems, and core capacity improvement projects. These investments include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA awards these discretionary resources to grantees under provisions within existing multi-year full funding grant agreements for projects in the construction phase, or through a competitive process using project rating criteria established in MAP-21, to new projects projected to be ready to initiate construction.

Object Classification (in millions of dollars)

Identification code 69–1134–0–1–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	5	22	22
41.0 Grants, subsidies, and contributions	2,401	2,128	2,661
99.0 Direct obligations	2,407	2,151	2,684
99.0 Reimbursable obligations	617	2	2
99.9 Total new obligations	3,024	2,153	2,686

Employment Summary

Identification code 69–1134–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	5	5	5

RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT [UNIVERSITY RESEARCH CENTERS]

For necessary expenses to carry out 49 U.S.C. 5312, \$30,000,000, to remain available until expended: Provided, That of the amount provided under this heading, up to 50 percent shall be available to carry out the low or no emissions vehicle deployment program under 49 U.S.C. 5312(d)(5): Provided further, That the federal share for contracts and co-operative agreements under the program referred to in the previous proviso may be up to 100 percent.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1137–0–1–401		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0001	Research and University Research Centers	41	42	42
0801	Reimbursable program	2	2	2
0900	Total new obligations	43	44	44
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	103	108	113
1021	Recoveries of prior year unpaid obligations	2	5	5
1050	Unobligated balance (total)	105	113	118
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	44	44	30
1160	Appropriation, discretionary (total)	44	44	30
Spending authority from offsetting collections, discretionary:				
1700	Collected	3		
1701	Change in uncollected payments, Federal sources	–1		
1750	Spending auth from offsetting collections, disc (total)	2		
1900	Budget authority (total)	46	44	30
1930	Total budgetary resources available	151	157	148
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	108	113	104
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	108	91	77
3010	Obligations incurred, unexpired accounts	43	44	44
3020	Outlays (gross)	–58	–53	–64
3040	Recoveries of prior year unpaid obligations, unexpired	–2	–5	–5
3050	Unpaid obligations, end of year	91	77	52
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–45	–44	–44
3070	Change in uncollected pymts, Fed sources, unexpired	1		
3090	Uncollected pymts, Fed sources, end of year	–44	–44	–44
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	63	47	33
3200	Obligated balance, end of year	47	33	8
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	46	44	30
Outlays, gross:				
4010	Outlays from new discretionary authority	5	7	5
4011	Outlays from discretionary balances	53	46	59
4020	Outlays, gross (total)	58	53	64
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–3		
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	1		
4070	Budget authority, net (discretionary)	44	44	30
4080	Outlays, net (discretionary)	55	53	64
4180	Budget authority, net (total)	44	44	30
4190	Outlays, net (total)	55	53	64

The 2014 budget presents FTA's new program authorization and account structure under MAP-21. MAP-21 authorizes FTA to conduct research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes. FTA is also authorized to award grants to demonstrate and deploy new technologies that promote clean energy and improve air quality in low-emission and no-emission vehicles. The 2014 budget includes \$30 million for Research, Development, Demonstration, and Deployment.

Object Classification (in millions of dollars)

Identification code 69–1137–0–1–401		2012 actual	2013 CR	2014 est.
Direct obligations:				
25.2	Other services from non-Federal sources	14	17	17

41.0	Grants, subsidies, and contributions	27	25	25
99.0	Direct obligations	41	42	42
99.0	Reimbursable obligations	2	2	2
99.9	Total new obligations	43	44	44

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

For necessary expenses to carry out 49 U.S.C. 5324, United States Code, \$25,000,000, to remain available until expended.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution as well as amounts from P.L. 113–2, the Disaster Relief Appropriations Act, 2013 (no language shown).

Program and Financing (in millions of dollars)

Identification code 69–1140–0–1–401		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0001	2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2)		1,998	3,698
0002	Public Transportation Emergency Relief Program			13
0003	2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2 Administration and Oversight)		2	6
0900	Total new obligations		2,000	3,717
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1			8,894
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation		10,900	25
1120	Appropriations transferred to other accts [69–0130]		–6	
1160	Appropriation, discretionary (total)		10,894	25
1930	Total budgetary resources available		10,894	8,919
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year		8,894	5,202
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1			911
3010	Obligations incurred, unexpired accounts		2,000	3,717
3020	Outlays (gross)		–1,089	–2,731
3050	Unpaid obligations, end of year		911	1,897
Memorandum (non-add) entries:				
3100	Obligated balance, start of year			911
3200	Obligated balance, end of year		911	1,897
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross		10,894	25
Outlays, gross:				
4010	Outlays from new discretionary authority		1,089	7
4011	Outlays from discretionary balances			2,724
4020	Outlays, gross (total)		1,089	2,731
4180	Budget authority, net (total)		10,894	25
4190	Outlays, net (total)		1,089	2,731

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the 2013 \$10.9 billion provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113–2) following Hurricane Sandy through this account.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM—Continued

Object Classification (in millions of dollars)

Identification code 69–1140–0–1–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	3
12.1 Civilian personnel benefits			1
41.0 Grants, subsidies, and contributions		1,998	3,712
99.0 Direct obligations		1,999	3,716
99.5 Below reporting threshold		1	1
99.9 Total new obligations		2,000	3,717

Employment Summary

Identification code 69–1140–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment		6	31

TRANSIT COOPERATIVE RESEARCH PROGRAM

For necessary expenses to carry out 49 U.S.C. 5313, \$7,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69–1141–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Transit Cooperative Research Program			7
0900 Total new obligations (object class 25.5)			7
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			7
1160 Appropriation, discretionary (total)			7
1930 Total budgetary resources available			7
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			7
3020 Outlays (gross)			–7
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			7
Outlays, gross:			
4010 Outlays from new discretionary authority			7
4180 Budget authority, net (total)			7
4190 Outlays, net (total)			7

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This new account structure separates the Transit Cooperative Research Program from the Research Technology and Deployment program. This account provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation. The 2014 Budget request includes \$7 million for this account, which is funded through the General Fund.

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT

For necessary expenses to carry out 49 U.S.C. 5314, \$7,000,000, to remain available until expended: Provided, That the federal share for contracts and cooperative agreements may be up to 100 percent.

Program and Financing (in millions of dollars)

Identification code 69–1142–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Technical Assistance and Standards Development			7
0900 Total new obligations (object class 25.5)			7
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			7
1160 Appropriation, discretionary (total)			7
1930 Total budgetary resources available			7
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			7
3020 Outlays (gross)			–5
3050 Unpaid obligations, end of year			2
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			7
Outlays, gross:			
4010 Outlays from new discretionary authority			5
4180 Budget authority, net (total)			7
4190 Outlays, net (total)			5

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist recipients to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law.

HUMAN RESOURCES AND TRAINING

For necessary expenses to carry out 49 U.S.C. 5322(a), (b), and (e), \$5,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69–1143–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Human Resources and Training			4
0900 Total new obligations (object class 25.5)			4
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			5
1160 Appropriation, discretionary (total)			5
1930 Total budgetary resources available			5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			1
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			4
3020 Outlays (gross)			–4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			5
Outlays, gross:			
4010 Outlays from new discretionary authority			4
4180 Budget authority, net (total)			5

4190 Outlays, net (total) 4

The 2014 Budget presents the FTA's new program authorization and account structure under MAP-21. This program enables FTA to carry out human resource and training activities and to establish a competitive workforce development grant program. FTA's goal is to improve the skill and capability of the transit industry workforce to operate increasingly complex transit vehicles and fixed guideway systems.

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1101-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0005 Administration/Oversight	12		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11		
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	12		
1930 Total budgetary resources available	12		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2,140	1,055	385
3010 Obligations incurred, unexpired accounts	12		
3020 Outlays (gross)	-1,057	-670	-346
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3041 Recoveries of prior year unpaid obligations, expired	-39		
3050 Unpaid obligations, end of year	1,055	385	39
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2,140	1,055	385
3200 Obligated balance, end of year	1,055	385	39
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1,057	670	346
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources (NJ ARC Repayment)			-5
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts			5
4080 Outlays, net (discretionary)	1,057	670	341
4190 Outlays, net (total)	1,057	670	341

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made available for administration and oversight of these transit capital assistance formula apportionments, discretionary grant awards and associated capital and preventive maintenance projects and vehicle procurements.

Object Classification (in millions of dollars)

Identification code 69-1101-0-1-401	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5		

25.2 Other services from non-Federal sources 7

99.9 Total new obligations 12

Employment Summary

Identification code 69-1101-0-1-401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	34		

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1102-0-1-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	3		
0900 Total new obligations (object class 25.2)	3		
Budgetary Resources:			
Unobligated balance:			
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	3		
1930 Total budgetary resources available	3		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	221	93	3
3010 Obligations incurred, unexpired accounts	3		
3020 Outlays (gross)	-128	-90	-3
3040 Recoveries of prior year unpaid obligations, unexpired	-3		
3050 Unpaid obligations, end of year	93	3	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	221	93	3
3200 Obligated balance, end of year	93	3	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	128	90	3
4190 Outlays, net (total)	128	90	3

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned consistent with the allocation formula authorized by SAFETEA-LU. Eligible capital projects included the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

Trust Funds

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Discretionary grants		10	10
0900 Total new obligations (object class 41.0)		10	10
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	20	10
1021 Recoveries of prior year unpaid obligations	15		
1050 Unobligated balance (total)	20	20	10
1930 Total budgetary resources available	20	20	10

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)—Continued
Program and Financing—Continued

Identification code 69–8191–0–7–401	2012 actual	2013 CR	2014 est.
Memorandum (non-add) entries:			
Unexpired unobligated balance, end of year	20	10	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	36	8	9
3010 Obligations incurred, unexpired accounts .....	.....	10	10
3020 Outlays (gross)	–13	–9	–9
3040 Recoveries of prior year unpaid obligations, unexpired	–15	.....	.....
3050 Unpaid obligations, end of year	8	9	10
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	36	8	9
3200 Obligated balance, end of year	8	9	10
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	13	9	9
4190 Outlays, net (total)	13	9	9
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	38	38	38
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	38	38	38

In 2014, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

TRANSIT FORMULA GRANTS
(LIQUIDATION OF CONTRACT AUTHORITY)
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141; and section 20005(b) of Public Law 112–141, \$9,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141, and section 20005(b) of Public Law 112–141, shall not exceed total obligations of \$8,595,000,000 in fiscal year 2013.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8350–0–7–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Urbanized area programs	5,638	5,338	6,045
0002 Fixed guideway modernization	1,680	852	243
0003 Bus and bus facility grants	990	1,039	299
0004 Over-the-road bus	10	10	3
0005 Clean Fuels Program	51	48	14
0006 Planning Programs	101	142	181
0007 Job Access & Reverse Commute	182	168	48
0008 Alternatives analysis program	33	28	8
0009 Alternative transportation in parks and public Lands	30	22	6
0011 Seniors and persons with disabilities	214	227	300
0012 Non-urbanized area programs	520	504	696
0013 New Freedom	102	97	28
0014 National Transit Database	3	4	4
0015 Oversight	48	81	62
0016 Transit Oriented Development .....	.....	.....	4
0017 Bus and Bus Facilities Formula Grants .....	.....	165	361

0018 Bus Testing Facility .....	.....	1	3
0019 National Transit Institute .....	.....	2	4
0020 State of Good Repair Grants .....	.....	828	1,816
0900 Total new obligations	9,602	9,556	10,125

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7,954	8,296	8,518
1013 Unobligated balance of contract authority transferred to or from other accounts [69–8083]	–6	.....	.....
1021 Recoveries of prior year unpaid obligations	61	.....	.....
1050 Unobligated balance (total)	8,009	8,296	8,518
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	9,400	9,400	9,600
1120 Appropriations transferred to other accts [69–8083]	–20	.....	.....
1121 Appropriations transferred from other accts [69–8083]	1,103	1,386	1,367
1137 Portion applied to liquidate contract authority used	–10,483	–10,786	–10,967
Contract authority, mandatory:			
1600 Contract authority	8,361	8,478	8,595
1610 Transferred to other accounts [69–8083]	–15	.....	.....
1611 Transferred from other accounts [69–8083]	1,543	1,300	1,300
1640 Contract authority, mandatory (total)	9,889	9,778	9,895
1900 Budget authority (total)	9,889	9,778	9,895
1930 Total budgetary resources available	17,898	18,074	18,413
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8,296	8,518	8,288

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	12,082	13,426	13,730
3010 Obligations incurred, unexpired accounts	9,602	9,556	10,125
3020 Outlays (gross)	–8,197	–9,252	–9,887
3040 Recoveries of prior year unpaid obligations, unexpired	–61	.....	.....
3050 Unpaid obligations, end of year	13,426	13,730	13,968
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	12,082	13,426	13,730
3200 Obligated balance, end of year	13,426	13,730	13,968

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	1,430	1,793	1,829
4011 Outlays from discretionary balances	6,767	7,459	8,058
4020 Outlays, gross (total)	8,197	9,252	9,887
Mandatory:			
4090 Budget authority, gross	9,889	9,778	9,895
4180 Budget authority, net (total)	9,889	9,778	9,895
4190 Outlays, net (total)	8,197	9,252	9,887

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	6,437	5,838	4,829
5053 Obligated balance, EOY: Contract authority	5,838	4,829	3,757
5061 Limitation on obligations (Transportation Trust Funds)	9,904	9,712	9,895

FTA's 2014 budget request is presented in accordance with the MAP-21 program and has significant changes to the account structure in comparison to FTA's funding under its previous authorization (SAFETEA-LU). Funded from the Mass Transit Account of the Highway Trust Fund, the Formula and Bus Grants account has been renamed the Formula Grants account and certain programs have been reorganized. Some programs previously funded here have been consolidated with others or moved to other accounts.

Formula Grants funds can be used for transit capital purposes including bus and railcar purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2014 Budget request includes \$8.595 billion for Formula Grants. The 2014 formula grant program structure includes:

Urbanized Area Formula.—\$4.437 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs

continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, under MAP-21, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

State Safety Oversight Program.—\$22 million. Under MAP-21, each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State of Good Repair Grants.—\$2.166 billion. For a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

Rural Area Formula.—\$608 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, under MAP-21, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, MAP-21 also includes \$25 million in formula funds and \$5 million in discretionary grant funds to support the Public Transportation on Indian Reservations program and \$20 million to support the Appalachian Development Public Transportation Assistance Formula Program.

Growing States and High Density States.—\$526 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.—\$258 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary paratransit service. This program is a consolidation of the New Freedom and Elderly and Disabled grant programs authorized by SAFETEA-LU.

Bus and Bus Facility Formula Grants.—\$428 million. For formula funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities discretionary grant program authorized by SAFETEA-LU. Under MAP-21, States may use these funds to supplement Urbanized Area and Rural Area formula grant programs.

Bus Testing Facility.—\$3 million. Funding supports a facility where all new bus models purchased using FTA capital assistance will be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance) maintainability, emissions, noise and fuel economy. Under Map-21, FTA must develop a Pass/Fail rating system for buses. FTA grantees will not be able use Federal funds to purchase buses that do not receive a "pass" rating.

Planning Programs.—\$129 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs) and States develop performance-driven, outcome-based transportation plans.

Transit Oriented Development Pilot.—\$10 million. This new pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute.—\$5 million. To fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.

National Transit Data Base (NTD).—\$4 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry, which FTA is legally required to maintain under 49 U.S.C. 5335(a)(1)(2). NTD data serves as the basis for FTA formula grant apportionments and is used to track the condition and performance of our Nation's transit network.

Object Classification (in millions of dollars)

Identification code 69-8350-0-7-401		2012 actual	2013 CR	2014 est.
Direct obligations:				
25.2	Other services from non-Federal sources	69	81	62
41.0	Grants, subsidies, and contributions	9,533	9,475	10,063
99.9	Total new obligations	9,602	9,556	10,125

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

SEC. 160. *The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.*

SEC. 161. *Funds appropriated or limited by this Act under the heading "Fixed Guideway Capital Investment" of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2018, and other recoveries, may be directed to any project eligible under 49 U.S.C. 5309.*

SEC. 162. *Any funds appropriated before October 1, 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.*

SEC. 163. *Unobligated and recovered fiscal year 2006 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, as amended by Public Law 112-141, subject to the terms and conditions required under such section.*

SEC. 164. *For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.*

SEC. 165. *New fixed guideway capital bus projects recommended in the President's Budget submission to the Congress of the United States for funds appropriated under the heading "Capital Investment Grants" in this Act or any other Act shall be funded from amounts made available under that heading or unobligated and recovered fiscal year 2012 and prior year funds that were made available to carry out the discretionary bus and bus facilities program of the Federal Transit Administrations: Provided, That all such projects shall remain subject to the Capital Investment Grants Program requirements of 49 U.S.C. 5309 for New Starts, Small Starts or Core Capacity projects as applicable.*

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued

Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–4089–0–3–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Operations and maintenance	16	17	18
0802 Replacements and improvements	17	16	16
0900 Total new obligations	33	33	34
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	15	15	15
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	33	33	34
1850 Spending auth from offsetting collections, mand (total)	33	33	34
1930 Total budgetary resources available	48	48	49
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	15	15	15
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	23	27	24
3010 Obligations incurred, unexpired accounts	33	33	34
3020 Outlays (gross)	–29	–36	–36
3050 Unpaid obligations, end of year	27	24	22
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	23	27	24
3200 Obligated balance, end of year	27	24	22
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	33	33	34
Outlays, gross:			
4100 Outlays from new mandatory authority	17	33	34
4101 Outlays from mandatory balances	12	3	2
4110 Outlays, gross (total)	29	36	36
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	–32	–32	–33
4123 Non-Federal sources	–1	–1	–1
4130 Offsets against gross budget authority and outlays (total)	–33	–33	–34
4170 Outlays, net (mandatory)	–4	3	2
4190 Outlays, net (total)	–4	3	2

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of the U.S. portion of the St. Lawrence Seaway between Montreal and mid Lake Erie. The St. Lawrence Seaway is a binational waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the reliability, safety, and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system.

Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Balance Sheet (in millions of dollars)

Identification code 69–4089–0–3–403	2011 actual	2012 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	24	29
Other Federal assets:		
1801 Cash and other monetary assets	12	11
1803 Property, plant and equipment, net	85	91
1901 Other assets	4	5
1999 Total assets	125	136
LIABILITIES:		
Non-Federal liabilities:		
2201 Accounts payable	7	5
2206 Pension and other actuarial liabilities	4	4
2999 Total liabilities	11	9
NET POSITION:		
3100 Invested Capital	100	106
3300 Cumulative results of operations	14	21
3999 Total net position	114	127
4999 Total liabilities and net position	125	136

Object Classification (in millions of dollars)

Identification code 69–4089–0–3–403	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	3	3	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	1	1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	2	1	1
32.0 Land and structures	13	15	15
99.0 Reimbursable obligations	31	33	34
99.5 Below reporting threshold	2	.....	.....
99.9 Total new obligations	33	33	34

Employment Summary

Identification code 69–4089–0–3–403	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	127	144	144

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital asset renewal activities of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, \$32,855,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–8003–0–7–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Operations and maintenance	32	32	33
0900 Total new obligations (object class 25.3)	32	32	33
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	32	32	33
1160 Appropriation, discretionary (total)	32	32	33
1930 Total budgetary resources available	32	32	33

Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	32	32	33
3020	Outlays (gross)	-32	-32	-33
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	32	32	33
Outlays, gross:				
4010	Outlays from new discretionary authority	32	32	33
4180	Budget authority, net (total)	32	32	33
4190	Outlays, net (total)	32	32	33

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Saint Lawrence Seaway Development Corporation's operating and capital asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The following table depicts funding for all the Pipeline and Hazardous Materials Safety Administration programs.

[In millions of dollars]

	2012 Actual	2013 Annual CR	2014 Est.
Budget authority:			
Operational Expenses	20	20	20
Hazardous Materials Safety	42	43	52
Research and Special Programs	0	0	0
Emergency Preparedness Grants	18	28	28
Pipeline Safety	92	92	136
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	19	19
Total budget authority	191	202	255
Program level (obligations):			
Operational Expenses	20	20	20
Hazardous Materials Safety	43	46	52
Research and Special Programs	0	0	0
Emergency Preparedness Grants	22	28	28
Pipeline Safety	101	115	136
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	19	19
Total program level	205	228	255
Outlays:			
Operational Expenses	18	21	20
Hazardous Materials Safety	43	45	49
Research and Special Programs	0	0	0
Emergency Preparedness Grants	22	46	25
Pipeline Safety	71	105	114
Pipeline Safety Share of Oil Spill Liability Trust Fund	20	20	19
Total outlays	174	237	227

Federal Funds

HAZARDOUS MATERIALS SAFETY

(HAZARDOUS MATERIALS APPROVALS AND PERMITS FUND)

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, \$51,801,000, of which \$2,300,000 shall remain available until September 30, 2016: Provided, That amounts collected from special permits and approval fees established in this Act (estimated to be \$12,000,000 in fiscal year 2014), shall be retained and used for necessary expenses in this appropriation, and shall remain available until expended: Provided further, That the sum herein appropriated from the general fund shall be reduced as such offsetting receipts are received during fiscal year 2014, so as to result in a final fiscal year 2014 appropriation from the general fund estimated at \$39,801,000: Provided further, That during fiscal year 2014, should the total amount of offsetting receipts be less than \$12,000,000, this amount shall be reduced accordingly: Provided further, That any amount received in excess of \$12,000,000 in fiscal year 2014 shall remain available until expended: Provided further, That up to \$800,000 in fees

collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–1401–0–1–407	2012 actual	2013 CR	2014 est.
0100 Balance, start of year
Receipts:			
0260 Hazardous Materials Approvals and Permits Fund	12
0400 Total: Balances and collections	12
0799 Balance, end of year	12

Program and Financing (in millions of dollars)

Identification code 69–1401–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Hazardous materials safety	42	46	52
0801 Reimbursable program	1	.....	.....
0900 Total new obligations	43	46	52
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	4	.....
1020 Adjustment of unobligated bal brought forward, Oct 1	1	.....	.....
1050 Unobligated balance (total)	4	4	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	42	42	52
1160 Appropriation, discretionary (total)	42	42	52
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	.....	.....
1750 Spending auth from offsetting collections, disc (total)	1	.....	.....
1900 Budget authority (total)	43	42	52
1930 Total budgetary resources available	47	46	52
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	13	12	14
3010 Obligations incurred, unexpired accounts	43	46	52
3011 Obligations incurred, expired accounts	3	.....	.....
3020 Outlays (gross)	-45	-44	-49
3041 Recoveries of prior year unpaid obligations, expired	-2	.....	.....
3050 Unpaid obligations, end of year	12	14	17
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	13	12	14
3200 Obligated balance, end of year	12	14	17

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	43	42	52
Outlays, gross:			
4010 Outlays from new discretionary authority	32	29	35
4011 Outlays from discretionary balances	13	15	14
4020 Outlays, gross (total)	45	44	49
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1	.....	.....
4180 Budget authority, net (total)	42	42	52
4190 Outlays, net (total)	44	44	49

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for advancing the safe transportation of

HAZARDOUS MATERIALS SAFETY—Continued

hazardous materials, based on a comprehensive technical and analytical foundation to ensure that resources are effectively applied to minimize fatalities and injuries, mitigate the consequences of incidents that occur, and enhance safety. The program carries out its mission based on a foundation of five Cs: Classifying hazardous materials to ensure they are packaged and handled safely during transportation; Containing hazardous materials properly in accordance with the Hazardous Materials Regulations for shippers; Communicating to transportation workers and emergency responders regarding the hazards of the materials being transported; ensuring Compliance with the Hazardous Materials Regulations by enforcing safety standards, investigating incidents/failures and educating stakeholders; and Crisis Management to mitigate the consequences of hazardous materials incidents through grant and outreach programs.

Object Classification (in millions of dollars)

Identification code 69–1401–0–1–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	18	19
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	18	18	19
12.1 Civilian personnel benefits	5	5	6
21.0 Travel and transportation of persons	1	2	2
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges		1	
24.0 Printing and reproduction	1		
25.1 Advisory and assistance services	7		10
25.2 Other services from non-Federal sources		9	
25.3 Other goods and services from Federal sources	4	3	6
25.5 Research and development contracts	2	6	2
25.7 Operation and maintenance of equipment	2		2
31.0 Equipment			1
99.0 Direct obligations	42	46	50
99.0 Reimbursable obligations	1		
99.5 Below reporting threshold			2
99.9 Total new obligations	43	46	52

Employment Summary

Identification code 69–1401–0–1–407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	174	190	190

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

OPERATIONAL EXPENSES

(PIPELINE SAFETY FUND)

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, \$21,654,000, of which \$639,000 shall be derived from the Pipeline Safety Fund: Provided, That \$1,500,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1400–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Direct program activity	20	20	20

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	20	20	21
1120 Appropriations transferred to other accts [69–5172]	–1	–1	–2
1121 Appropriations transferred from other accts [69–5172]	1	1	1
1160 Appropriation, discretionary (total)	20	20	20
1900 Budget authority (total)	20	20	20
1930 Total budgetary resources available	20	20	20

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	5	7	6
3010 Obligations incurred, unexpired accounts	20	20	20
3011 Obligations incurred, expired accounts	1		
3020 Outlays (gross)	–18	–21	–20
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	7	6	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5	7	6
3200 Obligated balance, end of year	7	6	6

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	20	20	20
Outlays, gross:			
4010 Outlays from new discretionary authority	14	14	14
4011 Outlays from discretionary balances	4	7	6
4020 Outlays, gross (total)	18	21	20
4180 Budget authority, net (total)	20	20	20
4190 Outlays, net (total)	18	21	20

The success of the Pipeline and Hazardous Materials Safety Administration (PHMSA) safety programs depends on the performance of support organizations that empower the program offices to meet their safety mandate. These support organizations within PHMSA include the Administrator, Deputy Administrator, Assistant Administrator/Chief Safety Officer, Chief Counsel, Governmental, International and Public Affairs, Associate Administrator for Administration/Chief Financial Officer, Information Technology Services, Administrative Services, Budget and Finance, Contracts and Procurement, Human Resources and Civil Rights.

Object Classification (in millions of dollars)

Identification code 69–1400–0–1–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	7	8	8
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	8	8	8
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	1	1	1
25.3 Other goods and services from Federal sources	2	2	2
25.7 Operation and maintenance of equipment	5	5	5
31.0 Equipment	1	1	
99.0 Direct obligations	20	20	19
99.5 Below reporting threshold			1
99.9 Total new obligations	20	20	20

Employment Summary

Identification code 69–1400–0–1–407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	67	70	70
2001 Reimbursable civilian full-time equivalent employment	2	11	11

PIPELINE SAFETY
(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

(PIPELINE SAFETY DESIGN REVIEW FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, \$153,573,000, of which \$18,573,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2016; and of which \$133,000,000 shall be derived from the Pipeline Safety Fund, of which \$82,569,000 shall remain available until September 30, 2016; and of which \$2,000,000, to remain available until expended, shall be derived from the Pipeline Safety Design Review Fund, as established in the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (Public Law 112–90).

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–5172–0–2–407	2012 actual	2013 CR	2014 est.
0100 Balance, start of year	41	40	39
Receipts:			
0260 Pipeline Safety Fund	90	91	134
0261 Pipeline Safety Design Review Fund			2
0299 Total receipts and collections	90	91	136
0400 Total: Balances and collections	131	131	175
Appropriations:			
0500 Pipeline Safety	–91	–92	–136
0799 Balance, end of year	40	39	39

Program and Financing (in millions of dollars)

Identification code 69–5172–0–2–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Operations	63	77	82
0002 Research and development	8	11	12
0003 Grants	49	46	61
0900 Total new obligations	120	134	155
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	24	23	
1021 Recoveries of prior year unpaid obligations	9		
1050 Unobligated balance (total)	33	23	
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	91	92	136
1120 Appropriations transferred to other accts [69–1400]	–1	–1	–1
1121 Appropriations transferred from other accts [69–1400]	1	1	2
1160 Appropriation, discretionary (total)	91	92	137
Spending authority from offsetting collections, discretionary:			
1700 Collected	20	19	19
1701 Change in uncollected payments, Federal sources	–1		
1750 Spending auth from offsetting collections, disc (total)	19	19	19
1900 Budget authority (total)	110	111	156
1930 Total budgetary resources available	143	134	156
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	23		1
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year	3	2	3
1953 Expired unobligated balance, end of year	2	3	2

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	61	80	90
3010 Obligations incurred, unexpired accounts	120	134	155
3011 Obligations incurred, expired accounts	2		
3020 Outlays (gross)	–91	–124	–132

3040 Recoveries of prior year unpaid obligations, unexpired	–9		
3041 Recoveries of prior year unpaid obligations, expired	–3		
3050 Unpaid obligations, end of year	80	90	113
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–15	–14	–14
3070 Change in uncollected pymts, Fed sources, unexpired	1		
3090 Uncollected pymts, Fed sources, end of year	–14	–14	–14
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	46	66	76
3200 Obligated balance, end of year	66	76	99

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	110	111	156
Outlays, gross:			
4010 Outlays from new discretionary authority	39	55	76
4011 Outlays from discretionary balances	52	69	56
4020 Outlays, gross (total)	91	124	132
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–20	–19	–19
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	1		
4070 Budget authority, net (discretionary)	91	92	137
4080 Outlays, net (discretionary)	71	105	113
4180 Budget authority, net (total)	91	92	137
4190 Outlays, net (total)	71	105	113

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Department's Pipeline Safety program. PHMSA provides safety oversight of the Nation's 2.6 million miles of gas and hazardous liquid pipelines, which are owned and operated by private industry. PHMSA, and its state pipeline safety partners, use a data-driven process to address the risks pipelines pose to the public and the environment. This includes data analysis, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for States' pipeline safety programs and emergency planning for response to accidents.

Object Classification (in millions of dollars)

Identification code 69–5172–0–2–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	21	21	24
12.1 Civilian personnel benefits	6	6	7
21.0 Travel and transportation	3	3	4
23.1 Rental payments to GSA	2	4	4
23.3 Communications, utilities, and miscellaneous charges - wcf	1	1	1
25.1 Advisory and assistance services	14	17	31
25.2 Other services from non-Federal sources		6	2
25.3 Other goods and services from Federal sources	6	6	6
25.4 Operation and maintenance of facilities	1		
25.5 Research and development contracts	8	12	12
25.7 Operation and maintenance of equipment	8	10	
31.0 Equipment	1	1	3
41.0 Grants, subsidies, and contributions	48	46	61
99.0 Direct obligations	119	133	155
99.5 Below reporting threshold	1	1	
99.9 Total new obligations	120	134	155

Employment Summary

Identification code 69–5172–0–2–407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	195	215	242

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2015: Provided, That not more than \$28,318,000 shall

EMERGENCY PREPAREDNESS GRANTS—Continued

be made available for obligation in fiscal year 2014 from amounts made available by 49 U.S.C. 5116(i) and 5128(b)-(c): Provided further, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–5282–0–2–407	2012 actual	2013 CR	2014 est.
0100 Balance, start of year	20	27	27
Adjustments:			
0190 Adjustment - add'l receipts needed for prior year adjustment of obligations	-5		
0199 Balance, start of year	15	27	27
Receipts:			
0220 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	30	28	28
0400 Total: Balances and collections	45	55	55
Appropriations:			
0500 Emergency Preparedness Grants	-30	-28	-28
0501 Emergency Preparedness Grants	12		
0599 Total appropriations	-18	-28	-28
0799 Balance, end of year	27	27	27

Program and Financing (in millions of dollars)

Identification code 69–5282–0–2–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Grants	17	22	22
0002 Competitive Training Grants	3	4	3
0003 Supplemental Training Grants	1	1	1
0004 Operations	1	1	2
0900 Total new obligations	22	28	28
Budgetary Resources:			
Unobligated balance:			
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	4		
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	30	28	28
1235 Appropriations precluded from obligation	-12		
1260 Appropriations, mandatory (total)	18	28	28
1930 Total budgetary resources available	22	28	28
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	39	40	23
3001 Adjustments to unpaid obligations, brought forward, Oct 1	5		
3010 Obligations incurred, unexpired accounts	22	28	28
3020 Outlays (gross)	-22	-45	-25
3040 Recoveries of prior year unpaid obligations, unexpired	-4		
3050 Unpaid obligations, end of year	40	23	26
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	44	40	23
3200 Obligated balance, end of year	40	23	26
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	18	28	28
Outlays, gross:			
4100 Outlays from new mandatory authority	2	10	10
4101 Outlays from mandatory balances	20	35	15
4110 Outlays, gross (total)	22	45	25
4180 Budget authority, net (total)	18	28	28
4190 Outlays, net (total)	22	45	25

Object Classification (in millions of dollars)

Identification code 69–5282–0–2–407	2012 actual	2013 CR	2014 est.
41.0 Direct obligations: Grants, subsidies, and contributions	21	27	26
99.5 Below reporting threshold	1	1	2
99.9 Total new obligations	22	28	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69–8121–0–7–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Trust fund share of pipeline safety	19	19	19
0900 Total new obligations (object class 94.0)	19	19	19
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	19	19	19
1160 Appropriation, discretionary (total)	19	19	19
1930 Total budgetary resources available	19	19	19
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	16	15	13
3010 Obligations incurred, unexpired accounts	19	19	19
3020 Outlays (gross)	-20	-21	-19
3050 Unpaid obligations, end of year	15	13	13
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	16	15	13
3200 Obligated balance, end of year	15	13	13
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	19	19	19
Outlays, gross:			
4010 Outlays from new discretionary authority	5	9	9
4011 Outlays from discretionary balances	15	12	10
4020 Outlays, gross (total)	20	21	19
4180 Budget authority, net (total)	19	19	19
4190 Outlays, net (total)	20	21	19

The Oil Pollution Act of 1990 requires the preparation of spill response plans by operators that store, handle, or transport oil to minimize the environmental impact of oil spills and to improve public and private sector response. The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviews response plans submitted by operators of onshore oil pipelines to ensure the plans comply with PHMSA regulations. These plans also must be regularly updated by the operator and submitted for subsequent review by PHMSA. PHMSA also seeks to improve oil spill preparedness and response through data analysis, spill monitoring, mapping pipelines in areas unusually sensitive to environmental damage, and advanced technologies to detect and

prevent leaks from hazardous liquid pipelines. These and related activities are funded in part by the Oil Spill Liability Trust Fund.

ADMINISTRATIVE PROVISIONS—PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

SEC. 1. Establishment. (a) *There is established a Hazardous Materials Approvals and Permits fund for the administration of special permits and approvals.* (b) *The Secretary of Transportation shall collect a reasonable fee, to the extent and in such amounts as provided in advance in appropriations acts, for the administration of special permits and approvals, as specified in paragraph (c) below, which shall be deposited in the fund established in paragraph (a).* (c) *For 2014, fees for permits and approvals shall be as follows: (1) New Special Permits: \$3,000 per application, under 49 C.F.R. 107.105. (2) Modification of a Special Permit: \$3,000 per application modification, under 49 C.F.R. 107.121. (3) Renewal Special Permit: \$1,000 per application, under 49 C.F.R. 107.109. (4) Party Status Special Permit: \$1,000 per application, under 49 C.F.R. 107.107. (5) Cylinder Manufacturer Approvals: \$3,000 per application for approval, under 49 C.F.R. 107.805. (6) All Other Approvals: \$700 per application, under 49 C.F.R. 107 Subpart H and Subpart I.*

SEC. 2. Subsection(i)(4) of section 5116 of title 49, United States Code, is amended to read as follows: "(4) to pay administrative costs of carrying out this section and sections 5108 (g)(2) and 5115 of this title, except that not more than 4 percent of the amounts made available from the account in a fiscal year may be used to pay those costs".

OFFICE OF INSPECTOR GENERAL

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, \$85,605,000: Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: Provided further, That the funds made available under this heading may be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution as well as amounts from P.L. 113–2, the Disaster Relief Appropriations Act, 2013 (no language shown).

Program and Financing (in millions of dollars)

Identification code 69–0130–0–1–407	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0101 General administration	80	80	86
0102 ARRA oversight administration	4	4	
0103 Disaster Relief and Oversight FY 2013		1	2
0900 Total new obligations	84	85	88
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	4	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	80	80	86
1121 Appropriations transferred from other accts [69–1140]		6	
1160 Appropriation, discretionary (total)	80	86	86
1900 Budget authority (total)	80	86	86
1930 Total budgetary resources available	88	90	91

1941	Memorandum (non-add) entries:			
	Unexpired unobligated balance, end of year	4	5	3
	Change in obligated balance:			
	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	11	8	8
3010	Obligations incurred, unexpired accounts	84	85	88
3020	Outlays (gross)	–86	–85	–88
3041	Recoveries of prior year unpaid obligations, expired	–1		
3050	Unpaid obligations, end of year	8	8	8
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	11	8	8
3200	Obligated balance, end of year	8	8	8
	Budget authority and outlays, net:			
	Discretionary:			
4000	Budget authority, gross	80	86	86
	Outlays, gross:			
4010	Outlays from new discretionary authority	73	73	77
4011	Outlays from discretionary balances	13	12	11
4020	Outlays, gross (total)	86	85	88
4180	Budget authority, net (total)	80	86	86
4190	Outlays, net (total)	86	85	88

The Department of Transportation (DOT) Inspector General conducts independent audits, investigations and evaluations to promote economy, efficiency and effectiveness in the administration of DOT programs and operations, including contracts, grants, and financial management; and, to prevent and detect fraud, waste, and abuse in such activities. This appropriation provides funds to enable the Office of the Inspector General to perform these oversight responsibilities in accordance with the Inspector General Act of 1978, as Amended (5 U.S.C. App. 3).

Object Classification (in millions of dollars)

Identification code 69–0130–0–1–407	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	44	44	45
11.3 Other than full-time permanent	2	1	1
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	49	48	49
12.1 Civilian personnel benefits	16	16	16
21.0 Travel and transportation of persons	2	3	3
23.1 Rental payments to GSA	5	5	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	3	4	4
25.3 Other goods and services from Federal sources	5	6	6
25.7 Operation and maintenance of equipment	1	1	1
31.0 Equipment	1	1	1
99.0 Direct obligations	83	85	87
99.5 Below reporting threshold	1		1
99.9 Total new obligations	84	85	88

Employment Summary

Identification code 69–0130–0–1–407	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	443	420	422

SURFACE TRANSPORTATION BOARD

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, \$30,775,000: Provided, That notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, That the sum herein appropriated from the general fund shall be

SALARIES AND EXPENSES—Continued

reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2014, to result in a final appropriation from the general fund estimated at no more than \$29,525,000.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–0301–0–1–401	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Rail carriers	27	27	29
0002 Other surface transportation carriers	1	1	1
0100 Total direct obligations	28	28	30
0799 Total direct obligations	28	28	30
0812 Reimbursable rail carriers	1	1	1
0900 Total new obligations	29	29	31
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	29	28	30
1131 Unobligated balance of appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	28	28	30
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1750 Spending auth from offsetting collections, disc (total)	1	1	1
1900 Budget authority (total)	29	29	31
1930 Total budgetary resources available	30	30	32
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	2	2
3010 Obligations incurred, unexpired accounts	29	29	31
3020 Outlays (gross)	–29	–29	–31
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	2	2
3200 Obligated balance, end of year	2	2	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	29	29	31
Outlays, gross:			
4010 Outlays from new discretionary authority	26	26	28
4011 Outlays from discretionary balances	3	3	3
4020 Outlays, gross (total)	29	29	31
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	–1	–1	–1
4180 Budget authority, net (total)	28	28	30
4190 Outlays, net (total)	28	28	30

The Surface Transportation Board (the Board) was created on January 1, 1996, by P.L. 104–88, the Interstate Commerce Commission Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis, and policy development associated with these activities.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry

and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household-good carriers, and collectively determined motor rates.

Fiscal Year 2014 Program.—\$30,775,000 is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. This includes a request for \$1,250,00 from offsetting collections of user fees.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to the Office of Management and Budget (OMB).—The Board had submitted to the Secretary of Transportation and the OMB a 2014 appropriation request of \$34,284,000 and a request that \$1,250,000 from the offsetting collection of user fees be made available to the Board to operate at 170 full time equivalents. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. The 2014 Budget request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments, and other restructuring proposals; and the resolution of non-rail matters. This request also includes staffing and resources required to implement the Board's expanded jurisdiction with respect to regulation of passenger rail service under the Passenger Rail Investment and Improvement Act of 2008 (P.L. No. 110–432) and the enhancement of the Board's audit program to monitor the financial condition of the Nation's railroads.

Object Classification (in millions of dollars)

Identification code 69–0301–0–1–401	2012 actual	2013 CR	2014 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	16	17
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	17	17	18
12.1 Civilian personnel benefits	4	4	5
23.1 Rental payments to GSA	4	4	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	2	2	2
99.0 Direct obligations	28	28	30
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	29	29	31

Employment Summary

Identification code 69–0301–0–1–401	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	129	140	144
2001 Reimbursable civilian full-time equivalent employment	5	9	9

MARITIME ADMINISTRATION

Federal Funds

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, \$152,168,000, of which \$11,100,000 shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which \$2,400,000 shall remain available through

September 30, 2015 for Student Incentive Program payments at State Maritime Academies, and of which \$4,000,000 shall remain available through September 30, 2015 for facilities maintenance, repairs, and equipment at the United States Merchant Marine Academy, and of which \$14,000,000 shall remain available until expended for capital improvements at the United States Merchant Marine Academy, and of which \$1,700,000 shall remain available until expended for port planning grants, and of which \$2,800,000 shall remain available until expended for custodial care and historic preservation of the N.S. Savannah: Provided, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: Provided further, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United States Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: Provided further, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1750–0–1–403		2012 actual	2013 CR	2014 est.
Obligations by program activity:				
0001	Merchant Marine Academy	101	109	81
0002	State marine schools	17	21	17
0003	MARAD operations	54	54	54
0004	Other Maritime Programs	2	11	.....
0100	Subtotal, Direct program	174	195	152
0799	Total direct obligations	174	195	152
0801	Reimbursable program	11	43	28
0900	Total new obligations	185	238	180
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	49	53	.....
1021	Recoveries of prior year unpaid obligations	21	.....	.....
1050	Unobligated balance (total)	70	53	.....
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	156	157	152
1121	Appropriations transferred from other accts [69–1134]	5	.....	.....
1131	Unobligated balance of appropriations permanently reduced	–1	.....	.....
1160	Appropriation, discretionary (total)	160	157	152
Spending authority from offsetting collections, discretionary:				
1700	Collected	7	28	28
1701	Change in uncollected payments, Federal sources	3	.....	.....
1750	Spending auth from offsetting collections, disc (total)	10	28	28
1900	Budget authority (total)	170	185	180
1930	Total budgetary resources available	240	238	180
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	–2	.....	.....
1941	Unexpired unobligated balance, end of year	53	.....	.....
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	94	96	68
3010	Obligations incurred, unexpired accounts	185	238	180
3011	Obligations incurred, expired accounts	7	.....	.....
3020	Outlays (gross)	–161	–266	–190
3040	Recoveries of prior year unpaid obligations, unexpired	–21	.....	.....
3041	Recoveries of prior year unpaid obligations, expired	–8	.....	.....
3050	Unpaid obligations, end of year	96	68	58

Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–24	–25	–25
3070	Change in uncollected pymts, Fed sources, unexpired	–3	.....	.....
3071	Change in uncollected pymts, Fed sources, expired	2	.....	.....
3090	Uncollected pymts, Fed sources, end of year	–25	–25	–25
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	70	71	43
3200	Obligated balance, end of year	71	43	33
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	170	185	180
Outlays, gross:				
4010	Outlays from new discretionary authority	118	161	157
4011	Outlays from discretionary balances	43	105	33
4020	Outlays, gross (total)	161	266	190
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–8	–28	–28
4033	Non-Federal sources	–3	.....	.....
4040	Offsets against gross budget authority and outlays (total)	–11	–28	–28
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	–3	.....	.....
4052	Offsetting collections credited to expired accounts	4	.....	.....
4060	Additional offsets against budget authority only (total)	1	.....	.....
4070	Budget authority, net (discretionary)	160	157	152
4080	Outlays, net (discretionary)	150	238	162
4180	Budget authority, net (total)	160	157	152
4190	Outlays, net (total)	150	238	162

The appropriation for Operations and Training provides funding for staff at headquarters and gateway offices to administer and direct Maritime Administration operations and training programs. Maritime Administration operations include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements. Maritime training programs include the operation of the U.S. Merchant Marine Academy and financial assistance to the six State maritime academies.

The Operations and Training Budget request of \$152 million includes \$81 million for the United States Merchant Marine Academy, \$17 million for the State Maritime Academies, and \$54 million for maritime operations and programs at headquarters, storage of the obsolete nuclear-powered cargo-passenger ship *NS Savannah*, and MARAD gateway offices.

Object Classification (in millions of dollars)

Identification code 69–1750–0–1–403		2012 actual	2013 CR	2014 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	40	38	39
11.3	Other than full-time permanent	6	4	4
11.5	Other personnel compensation	1	2	2
11.9	Total personnel compensation	47	44	45
12.1	Civilian personnel benefits	12	16	17
21.0	Travel and transportation of persons	2	2	2
23.1	Rental payments to GSA	3	4	4
23.3	Communications, utilities, and miscellaneous charges	4	4	4
25.2	Other services from non-Federal sources	65	63	55
26.0	Supplies and materials	6	5	5
31.0	Equipment	5	3	4
32.0	Land and structures	31	45	14
41.0	Grants, subsidies, and contributions .....	.....	9	2
99.0	Direct obligations	175	195	152
99.0	Reimbursable obligations	10	43	28
99.9	Total new obligations	185	238	180

OPERATIONS AND TRAINING—Continued
Employment Summary

Identification code 69–1750–0–1–403	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	464	496	499

ASSISTANCE TO SMALL SHIPYARDS

Program and Financing (in millions of dollars)

Identification code 69–1770–0–1–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards	10	11	.....
0900 Total new obligations (object class 41.0)	10	11	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	10	.....
1160 Appropriation, discretionary (total)	10	10	.....
1930 Total budgetary resources available	11	11	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	26	23	.....
3010 Obligations incurred, unexpired accounts	10	11	.....
3020 Outlays (gross)	–13	–34	.....
3050 Unpaid obligations, end of year	23	.....	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	26	23	.....
3200 Obligated balance, end of year	23	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10	10	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	10	.....
4011 Outlays from discretionary balances	13	24	.....
4020 Outlays, gross (total)	13	34	.....
4180 Budget authority, net (total)	10	10	.....
4190 Outlays, net (total)	13	34	.....

The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2014.

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, \$2,000,000, to remain available until expended.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1768–0–1–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Ship disposal	10	12	8
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	13	7
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	17	13	7
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	6	6	2
1160 Appropriation, discretionary (total)	6	6	2
1930 Total budgetary resources available	23	19	9
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	13	7	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	4	5
3010 Obligations incurred, unexpired accounts	10	12	8
3020 Outlays (gross)	–13	–11	–4
3040 Recoveries of prior year unpaid obligations, unexpired	–1	.....	.....
3050 Unpaid obligations, end of year	4	5	9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	4	5
3200 Obligated balance, end of year	4	5	9
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	6	6	2
Outlays, gross:			
4010 Outlays from new discretionary authority	6	3	1
4011 Outlays from discretionary balances	7	8	3
4020 Outlays, gross (total)	13	11	4
4180 Budget authority, net (total)	6	6	2
4190 Outlays, net (total)	13	11	4

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the Environmental Protection Agency.

Object Classification (in millions of dollars)

Identification code 69–1768–0–1–403	2012 actual	2013 CR	2014 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	1
25.3 Other goods and services from Federal sources	1	2	1
25.4 Operation and maintenance of facilities	7	8	6
99.9 Total new obligations	10	12	8

Employment Summary

Identification code 69–1768–0–1–403	2012 actual	2013 CR	2014 est.
1001 Direct civilian full-time equivalent employment	11	11	8

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, \$208,000,000, to remain available until expended, of which \$25,000,000 is to mitigate the impact on sealift capacity available to the Department of Defense under 46 U.S.C. 53102 of any fiscal year 2014 legislation that appropriates international food assistance funding for the headings "International Disaster Assistance", "Development Assistance", and the "Emergency Food Assistance Contingency Fund" in lieu of any new appro-

provision under Title II of the Food For Peace Act (Public Law 83–480), as amended: Provided, That these funds shall be used to address potential mariner losses due to reductions in the transportation of food assistance cargo on U.S.-flag vessels below the levels resulting from section 100124 of Public Law 112–141: Provided further, that for any funds used to preserve mariner employment on militarily-useful vessels not enrolled in the Maritime Security Program fleet, priority shall be given, in consultation with the Department of Defense, to eligible vessels under 46 U.S.C. 53102(b): Provided further, That these funds may be used to reimburse eligible costs for mariners to retain and or renew active United States Coast Guard issued merchant mariner credentials for unlimited oceans service on government or commercial ocean-going sealift vessels: Provided further, That such eligible costs shall be limited to mariner certifications to retain or renew active unlimited oceans credential status: Provided further, That these funds shall be made available to vessel owners, vessel operators, and mariners under terms and conditions established in regulations promulgated by the Secretary of Transportation in consultation with the Secretary of Defense.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1711–0–1–054	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Maritime security program	186	175	212
0900 Total new obligations (object class 41.0)	186	175	212
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	4	4
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	174	175	208
1160 Appropriation, discretionary (total)	174	175	208
1930 Total budgetary resources available	190	179	212
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	4	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	15	19	8
3010 Obligations incurred, unexpired accounts	186	175	212
3020 Outlays (gross)	–182	–186	–206
3050 Unpaid obligations, end of year	19	8	14
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	19	8
3200 Obligated balance, end of year	19	8	14
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	174	175	208
Outlays, gross:			
4010 Outlays from new discretionary authority	168	163	193
4011 Outlays from discretionary balances	14	23	13
4020 Outlays, gross (total)	182	186	206
4180 Budget authority, net (total)	174	175	208
4190 Outlays, net (total)	182	186	206

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships, logistics management services, port terminal facilities, and U.S.

citizen merchant mariners to crew both commercial and government-owned merchant ships. The 2014 Budget requests \$183 million, to combine with the expected account balance, to fully fund the authorized per vessel stipends of \$3.1 million. The 2014 Budget proposes international food aid reform that is expected, over time, to reduce overall volumes of preference cargoes for agricultural commodities. Therefore, the Budget requests an additional \$25 million for supplemental stipends to ensure that the current number of militarily useful ships remain in the Maritime Security Program and to incentivize mariners to maintain their unlimited deep ocean credentials.

OPERATING-DIFFERENTIAL SUBSIDIES

Program and Financing (in millions of dollars)

Identification code 69–1709–0–1–403	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	11	
1021 Recoveries of prior year unpaid obligations	10		
1029 Other balances withdrawn		–11	
1050 Unobligated balance (total)	11		
1930 Total budgetary resources available	11		
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	11		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	10		
3040 Recoveries of prior year unpaid obligations, unexpired	–10		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	10		

This program has been replaced by the Maritime Security Program. Final settlement of open contracts to close financial accounts was accomplished in 2013 and the remaining balance in the account was returned to the Treasury.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69–1751–0–1–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Ocean freight differential - 20% Excess Freight	38	128	100
0002 Ocean Freight Differential - Incremental	9	6	
0003 Ocean freight differential - Interest to Treasury		1	
0900 Total new obligations (object class 22.0)	47	135	100
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	80	33	
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	143	135	100
1236 Appropriations applied to repay debt	–143	–135	–100
Borrowing authority, mandatory:			
1400 Borrowing authority		102	100
1440 Borrowing authority, mandatory (total)		102	100
1900 Budget authority (total)		102	100
1930 Total budgetary resources available	80	135	100
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	33		
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	47	135	100
3020 Outlays (gross)	–47	–135	–100

OCEAN FREIGHT DIFFERENTIAL—Continued
Program and Financing—Continued

Identification code 69–1751–0–1–403	2012 actual	2013 CR	2014 est.
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		102	100
Outlays, gross:			
4100 Outlays from new mandatory authority		102	100
4101 Outlays from mandatory balances	47	33	
4110 Outlays, gross (total)	47	135	100
4180 Budget authority, net (total)		102	100
4190 Outlays, net (total)	47	135	100

Summary of Budget Authority and Outlays (in millions of dollars)

	2012 actual	2013 CR	2014 est.
Enacted/requested:			
Budget Authority		102	100
Outlays	47	135	100
Legislative proposal, not subject to PAYGO:			
Budget Authority			–50
Outlays			–50
Total:			
Budget Authority		102	50
Outlays	47	135	50

Ocean freight differential (OFD) is the amount reimbursed when the difference in ocean freight cost between U.S. flag vessels and foreign flag vessels exceeds 20 percent of specified program costs. When the Department of Agriculture (USDA) and the U.S. Agency for International Development (USAID) transport certain government-sponsored food aid shipments to international beneficiaries, the cargo preference provisions in 46 U.S.C. 55305 require that at least 50 percent of this cargo be shipped on U.S. flag vessels. The Maritime Administration (MARAD) is required to reimburse USDA and USAID for certain ocean freight costs associated with this U.S. flag vessel preference (46 U.S.C. 55316). The payment of this differential by the shipping agencies expands cargo opportunities, thereby encouraging ship operators to retain U.S. flag registry.

USDA and USAID pay all ocean shipping costs for international food assistance through the Commodity Credit Corporation. In any fiscal year in which shipping costs exceed 20 percent of total program costs (total shipping costs plus total value of commodities shipped), MARAD is required to reimburse shipping costs to the extent that they exceed 20 percent of the total program costs. The Commodity Credit Corporation receives these reimbursements from MARAD and returns them to USDA and USAID to fund additional food assistance procurements. MARAD is funded by mandatory appropriation of new borrowing authority commensurate with estimates for freight differential reimbursement in the budget year.

OCEAN FREIGHT DIFFERENTIAL
(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–1751–2–1–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Ocean freight differential - 20% Excess Freight			–50
0900 Total new obligations (object class 22.0)			–50
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–50
1236 Appropriations applied to repay debt			50

Borrowing authority, mandatory:			
1400 Borrowing authority			–50
1440 Borrowing authority, mandatory (total)			–50
1900 Budget authority (total)			–50
1930 Total budgetary resources available			–50

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			–50
3020 Outlays (gross)			50

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			–50
Outlays, gross:			
4100 Outlays from new mandatory authority			–50
4180 Budget authority, net (total)			–50
4190 Outlays, net (total)			–50

Funding estimates for new borrowing authority are reduced to an appropriation commensurate with estimated freight differential reimbursement declines that will result from the food aid program reform requested for P.L. 480 Title II food aid. The reduction shown is an upper bound estimate based on full implementation of the reform. The reform shifts P.L. 480 Title II food aid funding to accounts that, while subject to a 50 percent cargo preference rate on goods shipped from the U.S., are not subject to the provisions of 46 U.S.C. 5316(b)(1)(B), which provides for the reimbursement by the Maritime Administration to the United States Agency for International Development (USAID) of any amount by which freight is more than 20 percent of the combined commodity and freight costs on all P.L. 480 Title II shipments. While substantial levels of U.S. food will still be shipped by both the United States Department of Agriculture and by the USAID on U.S. flag vessels under the reform, when the reform is enacted, USAID will no longer receive freight differential reimbursements.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69–1710–0–1–054	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Reimbursable program activity	395	345	345
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	43	21	36
1021 Recoveries of prior year unpaid obligations	9		
1050 Unobligated balance (total)	52	21	36
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	343	360	360
1701 Change in uncollected payments, Federal sources	21		
1750 Spending auth from offsetting collections, disc (total)	364	360	360
1930 Total budgetary resources available	416	381	396
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21	36	51

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	136	198	83
3010 Obligations incurred, unexpired accounts	395	345	345
3020 Outlays (gross)	–323	–460	–412
3040 Recoveries of prior year unpaid obligations, unexpired	–9		
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	198	83	16
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–70	–82	–82
3070 Change in uncollected pymts, Fed sources, unexpired	–21		
3071 Change in uncollected pymts, Fed sources, expired	9		
3090 Uncollected pymts, Fed sources, end of year	–82	–82	–82

Memorandum (non-add) entries:				
3100	Obligated balance, start of year	66	116	1
3200	Obligated balance, end of year	116	1	-66
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	364	360	360
Outlays, gross:				
4010	Outlays from new discretionary authority	213	324	324
4011	Outlays from discretionary balances	110	136	88
4020	Outlays, gross (total)	323	460	412
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-351	-360	-360
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-21		
4052	Offsetting collections credited to expired accounts	8		
4060	Additional offsets against budget authority only (total)	-13		
4080	Outlays, net (discretionary)	-28	100	52
4190	Outlays, net (total)	-28	100	52

The Ready Reserve Force fleet (RRF) is comprised of government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy combatant commanders' critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the National Defense Sealift Fund.

Object Classification (in millions of dollars)

Identification code 69-1710-0-1-054	2012 actual	2013 CR	2014 est.
99.9 Total new obligations	395	345	345

Employment Summary

Identification code 69-1710-0-1-054	2012 actual	2013 CR	2014 est.
2001 Reimbursable civilian full-time equivalent employment	321	333	333

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0801 Vessel operations	22	25	25
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	52	59	54
1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	59	59	54
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	26	20	11
1701 Change in uncollected payments, Federal sources	-4		
1750 Spending auth from offsetting collections, disc (total)	22	20	11
1930 Total budgetary resources available	81	79	65
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	59	54	40
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	19	15	21
3010 Obligations incurred, unexpired accounts	22	25	25
3020 Outlays (gross)	-19	-19	-12
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	15	21	34

Uncollected payments:				
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-20	-16	-16	
3070 Change in uncollected pymts, Fed sources, unexpired	4			
3090 Uncollected pymts, Fed sources, end of year	-16	-16	-16	
Memorandum (non-add) entries:				
3100 Obligated balance, start of year	-1	-1	5	
3200 Obligated balance, end of year	-1	5	18	
Budget authority and outlays, net:				
Discretionary:				
4000 Budget authority, gross	22	20	11	
Outlays, gross:				
4010 Outlays from new discretionary authority	1	18	10	
4011 Outlays from discretionary balances	18	1	2	
4020 Outlays, gross (total)	19	19	12	
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030 Federal sources	-4	-20	-11	
4033 Non-Federal sources	-22			
4040 Offsets against gross budget authority and outlays (total)	-26	-20	-11	
Additional offsets against gross budget authority only:				
4050 Change in uncollected pymts, Fed sources, unexpired	4			
4080 Outlays, net (discretionary)	-7	-1	1	
4190 Outlays, net (total)	-7	-1	1	

This fund is authorized for the receipt of sales proceeds from the disposition of obsolete government-owned merchant vessels. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to the Ship Disposal account.

The Maritime Administration is authorized to reactivate, maintain, operate, and deactivate government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the Department of Defense National Defense Sealift Fund. Through fiscal year 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in fiscal year 2011, these interagency agreement transactions are instead reflected in the RRF account.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2012 actual	2013 CR	2014 est.
Reimbursable obligations:			
25.4 Operation and maintenance of facilities	15	18	18
25.7 Operation and maintenance of equipment	1	1	1
41.0 Grants, subsidies, and contributions	6	6	6
99.9 Total new obligations	22	25	25

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2012 actual	2013 CR	2014 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	47	47	47
1930 Total budgetary resources available	47	47	47
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	47	47	47
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	44	29	45
5001 Total investments, EOY: Federal securities: Par value	29	45	45

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators until commercial

WAR RISK INSURANCE REVOLVING FUND—Continued
insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and the war risk cargo insurance standby program.

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND

Program and Financing (in millions of dollars)

Identification code 69–5560–0–2–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Port of Guam Improvement Enterprise Program	2	48	
0100 Direct program activities, subtotal	2	48	
0900 Total new obligations (object class 25.3)	2	48	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	50	48	
1930 Total budgetary resources available	50	48	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	48		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	2	
3010 Obligations incurred, unexpired accounts	2	48	
3020 Outlays (gross)	–1	–50	
3050 Unpaid obligations, end of year	2		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–1	–1	–1
3090 Uncollected pymts, Fed sources, end of year	–1	–1	–1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		1	–1
3200 Obligated balance, end of year	1	–1	–1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1	50	
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4190 Outlays, net (total)	1	50	

MARITIME GUARANTEED LOAN (TITLE XII) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

For necessary administrative expenses of the maritime guaranteed loan program, \$2,655,000 shall be paid to the appropriation for "Operations and Training", Maritime Administration.

Note.—A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112–175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 69–1752–0–1–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0702 Loan guarantee subsidy		38	
0707 Reestimates of loan guarantee subsidy	31	5	
0708 Interest on reestimates of loan guarantee subsidy	12	7	
0709 Administrative expenses	4	4	3
0900 Total new obligations	47	54	3
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	62	28	

1001 Discretionary unobligated balance brought fwd, Oct 1	62	28	
1021 Recoveries of prior year unpaid obligations	1	10	
1050 Unobligated balance (total)	63	38	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	4	4	3
1131 Unobligated balance of appropriations permanently reduced	–35		
1160 Appropriation, discretionary (total)	–31	4	3
Appropriations, mandatory:			
1200 Appropriation	43	12	
1260 Appropriations, mandatory (total)	43	12	
Spending authority from offsetting collections, discretionary:			
1700 Collected	40		
1701 Change in uncollected payments, Federal sources	–40		
1900 Budget authority (total)	12	16	3
1930 Total budgetary resources available	75	54	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	28		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	59	10	
3010 Obligations incurred, unexpired accounts	47	54	3
3020 Outlays (gross)	–95	–54	–3
3040 Recoveries of prior year unpaid obligations, unexpired	–1	–10	
3050 Unpaid obligations, end of year	10		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–40		
3070 Change in uncollected pymts, Fed sources, unexpired	40		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	19	10	
3200 Obligated balance, end of year	10		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–31	4	3
Outlays, gross:			
4010 Outlays from new discretionary authority	4	4	3
4011 Outlays from discretionary balances	48	38	
4020 Outlays, gross (total)	52	42	3
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–40		
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	40		
4070 Budget authority, net (discretionary)	–31	4	3
4080 Outlays, net (discretionary)	12	42	3
Mandatory:			
4090 Budget authority, gross	43	12	
Outlays, gross:			
4100 Outlays from new mandatory authority	43	12	
4180 Budget authority, net (total)	12	16	3
4190 Outlays, net (total)	55	54	3

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69–1752–0–1–403	2012 actual	2013 CR	2014 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215010 Risk Category 3		138	
215011 Risk Category 4		208	
215012 Risk Category 5		75	
215999 Total loan guarantee levels		421	
Guaranteed loan subsidy (in percent):			
232010 Risk Category 3		6.90	
232011 Risk Category 4		9.14	
232012 Risk Category 5		12.61	
232999 Weighted average subsidy rate		9.02	
Guaranteed loan subsidy budget authority:			
233010 Risk Category 3		10	
233011 Risk Category 4		19	
233012 Risk Category 5		9	
233999 Total subsidy budget authority		38	
Guaranteed loan subsidy outlays:			
234010 Risk Category 3		10	
234011 Risk Category 4		19	
234012 Risk Category 5		9	
234999 Total subsidy outlays		38	

Guaranteed loan upward reestimates:				
235014	Weighted Average Reestimates	43	11	.....
235999	Total upward reestimate budget authority	43	11	.....
Guaranteed loan downward reestimates:				
237014	Weighted Average Reestimates	-55	-37	.....
237999	Total downward reestimate subsidy budget authority	-55	-37	.....
Administrative expense data:				
3510	Budget authority	4	4	2
3590	Outlays from new authority	4	4	2

The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S. or foreign shipowners to finance or refinance the construction, reconstruction, or reconditioning of U.S.-flag vessels or eligible export vessels in U.S. shipyards; or for a full faith and credit guarantee of debt obligations issued by U.S. shipyard owners to finance the modernization of shipbuilding technology at shipyards located in the United States. As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis. The account also reflects the administrative expenses of the program which are estimated on a cash basis. Funds for administrative expenses are appropriated to this account, then paid to the Maritime Administration's Operations and Training account. This appropriation will provide resources for the administrative expenses of the program, including management of the loan portfolio which has \$2 billion in loan guarantees and 46 guarantee contracts. No new subsidy funds for loan guarantees are requested for 2014.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403		2012 actual	2013 CR	2014 est.
Direct obligations:				
25.2	Other services from non-Federal sources	4	4	3
41.0	Grants, subsidies, and contributions	43	50	.....
99.9	Total new obligations	47	54	3

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT**Program and Financing** (in millions of dollars)

Identification code 69-4304-0-3-999	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
Credit program obligations:			
0711	Default claim payments on principal	31	36
0712	Default claim payments on interest	1	1
0713	Payment of interest to Treasury	4	5
0715	Default related activity	1	10
0742	Downward reestimate paid to receipt account	28	20
0743	Interest on downward reestimates	27	18
0900	Total new obligations	60	85
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	195	249
Financing authority:			
Borrowing authority, mandatory:			
1400	Borrowing authority	18	20
1440	Borrowing authority, mandatory (total)	18	20
Spending authority from offsetting collections, mandatory:			
1800	Collected	181	49
1825	Spending authority from offsetting collections applied to repay debt	-85	
1850	Spending auth from offsetting collections, mand (total)	96	49
1900	Financing authority (total)	114	69
1930	Total budgetary resources available	309	318

Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	249	233	174
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	1	.....	56
3010	Obligations incurred, unexpired accounts	60	85	59
3020	Financing disbursements (gross)	-61	-29	.....
3050	Unpaid obligations, end of year .....	.....	56	115
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	1	.....	56
3200	Obligated balance, end of year .....	.....	56	115

Financing authority and disbursements, net:

Mandatory:				
4090	Financing authority, gross	114	69	.....
Financing disbursements:				
4110	Financing disbursements, gross	61	29	.....
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Payments from program account - Upward Reestimate	-91	-49	.....
4122	Interest on uninvested funds	-11	.....	.....
4123	Loan Repayment	-79	.....	.....
4130	Offsets against gross financing auth and disbursements (total)	-181	-49	.....
4160	Financing authority, net (mandatory)	-67	20	.....
4170	Financing disbursements, net (mandatory)	-120	-20	.....
4180	Financing authority, net (total)	-67	20	.....
4190	Financing disbursements, net (total)	-120	-20	.....

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999		2012 actual	2013 CR	2014 est.
Position with respect to appropriations act limitation on commitments:				
2131	Guaranteed loan commitments exempt from limitation .....	.....	421	.....
2150	Total guaranteed loan commitments .....	.....	421	.....
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	1,789	1,966	1,952
2231	Disbursements of new guaranteed loans	594	421	.....
2251	Repayments and prepayments	-417	-391	-261
2262	Adjustments: Terminations for default that result in acquisition of property .....	.....	-44	-45
2290	Outstanding, end of year	1,966	1,952	1,646
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	1,966	1,952	1,646

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from Maritime Guaranteed Loan (Title XI) program loan guarantee commitments in 1992 and subsequent years. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69–4304–0–3–999		2011 actual	2012 actual
ASSETS:			
Federal assets:			
1101	Fund balances with Treasury	197	250
Investments in US securities:			
1106	Receivables, net	71	5
1999	Total assets	268	255
LIABILITIES:			
2204	Non-Federal liabilities: Liabilities for loan guarantees	268	255
4999	Total liabilities and net position	268	255

Trust Funds**MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION****Special and Trust Fund Receipts** (in millions of dollars)

Identification code 69–8547–0–7–403	2012 actual	2013 CR	2014 est.
0100 Balance, start of year			
Receipts:			
0220 Gifts and Bequests, Maritime Administration, Transportation	1	1	1
0400 Total: Balances and collections	1	1	1
Appropriations:			
0500 Miscellaneous Trust Funds, Maritime Administration	–1	–1	–1
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69–8547–0–7–403	2012 actual	2013 CR	2014 est.
Obligations by program activity:			
0001 Special Studies	12	1	1
0002 Gifts and Bequests		1	1
0100 Total direct program - Subtotal (running)	12	2	2
0900 Total new obligations (object class 25.3)	12	2	2
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	15	4	3
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	1	1	1
1260 Appropriations, mandatory (total)	1	1	1
1930 Total budgetary resources available	16	5	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	3	2
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	10	4
3010 Obligations incurred, unexpired accounts	12	2	2
3020 Outlays (gross)	–16	–8	–2
3050 Unpaid obligations, end of year	10	4	4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	10	4
3200 Obligated balance, end of year	10	4	4
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	1	1	1
Outlays, gross:			
4100 Outlays from new mandatory authority		1	1
4101 Outlays from mandatory balances	16	7	1
4110 Outlays, gross (total)	16	8	2
4180 Budget authority, net (total)	1	1	1
4190 Outlays, net (total)	16	8	2

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 170. *Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration: Provided, That payments received therefor shall be credited to the appropriation charged with the cost thereof and shall be available until expended: Provided further, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.*

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2012 actual	2013 CR	2014 est.
Offsetting receipts from the public:			
69–08500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
69–27830 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	55	37	
69–27610 Railroad Rehabilitation and Improvement Financing, Negative Subsidies	3		
69–27600 Downward Reestimates, Railroad Rehabilitation and Improvement Program	16	20	
69–27680 Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	28	135	
69–32000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	16		
General Fund Offsetting receipts from the public	119	193	1
Intragovernmental payments:			
69–38850 Undistributed Intragovernmental Payments and Receivables from Cancelled Accounts	2		
General Fund Intragovernmental payments	2		

**GENERAL PROVISIONS—DEPARTMENT OF
TRANSPORTATION**

SEC. 180. *During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).*

SEC. 181. *Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.*

SEC. 182. *None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.*

SEC. 183. (a) *No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.*

(b) *Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.*

SEC. 184. *Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Research and University Research Centers" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.*

SEC. 185. *None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from:*

- (1) *any discretionary grant program of the Federal Highway Administration including the emergency relief program;*
- (2) *the airport improvement program of the Federal Aviation Administration;*
- (3) *any program of the Federal Railroad Administration;*
- (4) *any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs; or*

(5) any funding provided under the headings "National Infrastructure Investments" and "Assistance to Small Shipyards" in this Act: Provided, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: Provided further, That no notification shall involve funds that are not available for obligation.

SEC. 186. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. 187. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third-party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

(1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and

(2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: Provided, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available: Provided further, That where specific project or accounting information associated with the improper payment or payments is not readily available the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: Provided further, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify to the House and Senate Committees on Appropriations of the amount and reasons for such transfer: Provided further, That for purposes of this section, the term "improper payments", has the same meaning as that provided in section 2(d)(2) of Public Law 107-300.

SEC. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of notice of said reprogramming action shall be provided solely to the Committees on Appropriations: Provided, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been transmitted to the House and Senate Committees on Appropriations.

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.

SEC. 190. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 191. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.

GENERAL PROVISIONS—THIS ACT

SEC. 402. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 403. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 404. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 405. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2014, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

(1) creates a new program;

(2) eliminates a program, project, or activity;

(3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;

(4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;

(5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;

(6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or

(7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless prior notice is transmitted to the House and Senate Committees on Appropriations: Provided, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: Provided further, That the report shall include:

(A) a table for each appropriation with a separate column to display the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(B) a delineation in the table for each appropriation both by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and

(C) an identification of items of special congressional interest: Provided further, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.

SEC. 406. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2014 from appropriations made available for salaries and expenses for fiscal year 2014 in this Act, shall remain available through September 30, 2015, for each such account for the purposes authorized: Provided, That a request shall be submitted to the House and Senate Committees on Appropriations prior to the expenditure of such funds: Provided further, That these requests shall be made in compliance with reprogramming guidelines under section 405 of this Act.

SEC. 407. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: Provided, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: Provided further, That any use of funds for mass transit, railroad, airport, seaport or highway projects as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as

defined in the *Small Business Liability Relief and Brownfields Revitalization Act* (Public Law 107–118) shall be considered a public use for purposes of eminent domain.

SEC. 408. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.

SEC. 409. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with chapter 83 of title 41, United States Code.

SEC. 410. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating chapter 83 of title 41, United States Code.

SEC. 411. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, Code of Federal Regulations.

SEC. 412. None of the funds made available under this Act or any prior Act may be provided to the Association of Community Organizations for Reform Now (ACORN), or any of its affiliates, subsidiaries, or allied organizations.

SEC. 413. All agencies and departments funded by this Act shall send to Congress at the end of the fiscal year a report containing a complete inventory of the total number of vehicles owned, permanently retired, and purchased during fiscal year 2014 as well as the total cost of the vehicle fleet, including maintenance, fuel, storage, purchasing, and leasing.

SEC. 414. None of the funds made available in this Act may be used to purchase a light bulb for an office building unless the light bulb has, to the extent practicable, an Energy Star or Federal Energy Management Program designation.

SEC. 415. The Secretaries of the Departments of Housing and Urban Development and Transportation may jointly distribute and obligate amounts made available under this Act for the Partnership for Sustainable Communities, for the planning, preparation, or design of such projects eligible for funding under this Act: Provided, That the Department contributing the majority of funding for a grant shall determine the terms and conditions of such grant: Provided further, That each Secretary may accept services from the other on a non-reimbursable basis to carry out the purposes of this section.